



# City of Del Mar Agenda Report

TO: Honorable Mayor and City Councilmembers

FROM: Nestor Machado, Management Analyst  
Karen Brindley, Planning and Community Development Director  
Via Ashley Jones, City Manager

DATE: April 7, 2025

SUBJECT: Encroachment Permit (EP) 25-019 Related to the Construction of the San Dieguito Double Track Project Pedestrian Undercrossing and Associated Improvements

Applicant: San Diego Association of Governments (SANDAG)

## REQUESTED ACTION/RECOMMENDATION:

Staff recommends the City Council: 1) Adopt the Resolution (Attachment A) conditionally approving Encroachment Permit EP25-019 allowing for water and sewer utility line relocation and improvements, grading improvements to Coast to Crest Trail in order to allow a pedestrian undercrossing that impacts City of Del Mar property (APN 299-030-02-00) and also concerns a private property interest (APN 299-030-11-00); 2) Authorize the City Manager to execute Utility Agreement (Attachment B); and 3) Authorize the City Manager to waive associated planning application fees in the amount of \$2,085, which is a standard practice among government agencies.

## BACKGROUND:

The San Dieguito Double Track Project (Project) has been in the planning stages since 2010. In June 2017, the California Coastal Commission issued a federal consistency certification for the Project. The purpose of the Project is to construct 2.1 miles of railroad track between the railroad undercrossing at Lomas Santa Fe Drive in Solana Beach (Mile Post 242) and then continue into Del Mar, just north of Coast Boulevard (Mile Post 244). The project will replace existing single-track railroad bridge with a new 1,600-foot-long double-track bridge over the San Dieguito River (River), and includes improvements to construct signal, utility, and drainage systems.

The height of the new bridge will be raised up to eight (8) feet to allow for an unobstructed passage of 100-year flood flows and a pedestrian undercrossing to connect the Coast to Crest Trail (Trail) from east to west along the south bank of the river. Other elements of the project include:

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City Council Action:

- The permanent relocation and replacement of water and sewer lines from the North County Transit District (NCTD) right-of-way on to City of Del Mar property to provide for easier maintenance access. This includes encasing the main water line along the trail in steel to protect it from the elements and construction of the undercrossing itself.
- Installation of two new permanent manholes within City of Del Mar property to access the water and sewer lines.
- Construction of storm drain outlet that flows into the San Dieguito River.
- Removal of rip rap placed on the bottom of the river to protect the existing bridge from river scour.
- Earthwork to establish final project grades and elevations.
- Temporary wooden trestle to construct a new double-track bridge.
- Temporary construction access and staging areas located at:
  - Via de la Valle at the Solana Gate, Jimmy Durante Blvd. roundabout adjacent to the Public Works Yard, and on the Del Mar Fire Station on State Fairgrounds property.
  - Temporary construction staging adjacent to the Del Mar Fire Station and on the San Dieguito River, within City of Del Mar property, at the south bank just north of the Public Works Yard.
- Replacement of an existing asphalt driveway apron and a concrete driveway on Jimmy Durante Blvd., south of the River.
- Implementation of traffic control plans.

On February 18, 2025, SANDAG staff provided a presentation that updated to the Council on the progress being made related to the project. SANDAG is now requesting an Encroachment Permit for the portions of the Project that are fully within the City of Del Mar right-of-way or other City owned property. The Project construction is anticipated to take approximately four and a half years. Currently, and is scheduled to commence in early 2026 and end by mid-2030. Work is anticipated to occur between the hours of 6am – 5pm, including night work.

**DISCUSSION/ANALYSIS:**

An Encroachment Permit application was submitted to secure permanent encroachments. This includes utility improvements, placement of rock slope protection to complete the connection between the existing Coast to Crest Trail which is part of the construction of the pedestrian undercrossing. This also includes earthwork to establish

final grades and elevations, and the replacement of an existing driveway adjacent to Jimmy Durante Blvd.

The pedestrian undercrossing on the south side of the river would provide a legal, grade-separated pedestrian crossing that currently does not exist at this location to connect the Coast to Crest Trail. The Trail will range in width from 8' along the south bank of the River and north of the City's Public Works Yard and will be widened to 12' under the double-track bridge that is within the City's right-of-way.

To build the pedestrian undercrossing and a portion of the drainage improvements south of the river, a small City encroachment of 0.05 acres is needed. It should be noted that the actual railroad tracks and pedestrian undercrossing structure are within the North County Transit District (NCTD) right-of-way and not the City's. Accordingly, this EP seeks to grant permanent encroachments to SANDAG for use of the City's property and right-of-way which also allows for construction staging and access. A vicinity schematic to show the location of this proposed grading and public improvements is included as Attachment C.

The utility lines will be relocated to provide easier maintenance access for Del Mar and as mentioned above, this includes fully encasing the water main line in steel that runs adjacent to the trail. The line west of the tracks will be relocated into 28<sup>th</sup> Street. A schematic depicting the relocation of the water and sewer lines to access within City of Del Mar right-of-way is included as Attachment D.

As these utility lines will be relocated from NCTD right-of-way to Del Mar property, the City will need to execute a utility agreement with SANDAG that alleviates any financial responsibility from the City for the water and sewer improvements (Attachment B) and solely places financial responsibility on SANDAG. Execution of this agreement, clearly demonstrating who is responsible to pay for this work, is also a requirement for Caltrans based on the types of funding being used for the Project.

As stated, SANDAG will need access within Del Mar right-of-way for the construction staging. This includes a lay down area along the San Dieguito River and within City of Del Mar property (APN: 299-030-02-00). This area will also be used to build the slope embankment. In addition, a temporary platform will be constructed to support the construction of the double track.

SANDAG will also install a new firewater main near the fairgrounds adjacent to Jimmy Durante Blvd. The Del Mar fire station will continue to provide fire water service to the fairgrounds. A schematic depicting the temporary laydown and construction areas including access points is included as Attachment E.

SANDAG is proposing to replace the existing deteriorated asphalt driveway on Jimmy Durante Blvd., south of the river, east of the railroad tracks at 21<sup>st</sup> Street with a concrete

driveway apron (APN: 299-171-01-00). This driveway replacement is provided to improve access for NCTD to conduct routine maintenance and access its utility shed.

Del Mar Municipal Code (DMMC) Chapter 23.28 requires an EP for any work or improvements within the City's right-of-way. Requests for construction access are typically approved at the staff level, however, improvements that extend above the level of the sidewalk, roadway, or to the adjacent grade require City Council approval. Therefore, the request was consolidated into one permit application for City Council consideration and proposed approval.

### **Required Findings**

Pursuant to DMMC §23.28.070, there are six (6) required findings to approve a Long-term Major EP that generally relate to public safety, intended use of the right-of-way, community character, aesthetics, and conversion of public land for private use. An EP shall only be approved if the City Council can make all six findings:

*Finding 1: That the issuance of the EP will not endanger public health, safety or welfare, or the surrounding property.*

The proposed improvements including grading, placement of rock slope protection, relocation of water and sewer lines, and temporary encroachments consisting of access and staging will not endanger public health, safety, or welfare, or the surrounding property because the construction practices and means and methods will not adversely affect costal resources or nearby residents. The grading to accommodate the pedestrian undercrossing is necessary due to the height of the double-track bridge structure and ensures that it is not impacted by flood conditions. To achieve these design conditions the applicant will need to begin grading in the City's right-of-way to ensure safe train operations. The utility lines require relocation and to ensure public safety they will be fully encased in steel to prevent damage from the tracks. The new manholes will be installed on City property to provide for easier maintenance access.

*Finding 2: That the issuance of the EP will not unreasonably interfere with the intended use of a City Right-of-Way or Easement.*

The proposed improvements will not unreasonably interfere with the use of the public right-of-way because the Coast to Crest Trail and the grading for the undercrossing is designed to connect the Trail from east to west in order to provide safe passage for pedestrians, in an area where an accessible crossing does not currently exist. Furthermore, the relocation of water and sewer lines will be an added benefit because they will be accessible within City right-of-way as opposed to NCTD right-of-way which provides greater operational efficiencies. Moreover, the proposed access points within City right-of-way at Via de la Valle and Jimmy Durante Blvd., will not unreasonably interfere with City traffic flows because the traffic control plans will ensure a smooth flow

of traffic during the construction period. Traffic management will also be in coordination with Public Works.

*Finding 3: That the issuance of the EP will not have an adverse impact on the welfare of the community or on the community's appearance or aesthetics.*

The Coastal Commission has determined that the project will not have an adverse impact on coastal resources and the Project scope has not changed since they issued a federal consistency certification. Moreover, the proposed encroachments are generally consistent with the character of the surrounding area and will improve the aesthetics of the community and improve public access to coastal resources by providing a safe and legally compliant pedestrian crossing.

*Finding 4: That the issuance of the EP will not cause an unnecessary change in the character of the community.*

The proposed improvements will not remove the Coast to Crest Trail or permanently impact it, nor will the character of the surrounding area be permanently impacted.

*Finding 5: That the issuance of the EP will not be to the detriment of the interests of the general public.*

The proposed permanent improvements will not interfere with existing public use of the surrounding right-of-way. While there will be temporary impacts to the existing public trail during the construction period, the proposed permanent trail improvements will create a legally compliant access that provides a continuous east-west connection between Coast Boulevard and the existing Coast to Crest Trail. Furthermore, the relocation of the water and sewer lines from NCTD right-of-way to City property will provide the City ability to access the utility from City right-of-way and eliminate additional coordination required with NCTD. Due to the construction practices and the means and methods of the construction activities, the proposed encroachments to be authorized will not interfere with City operations/infrastructure and not be to the detriment of the interests of the general public.

*Finding 6: The proposed Encroachment will not convert significant area of public property to private use.*

Given the small area of impact, the proposed encroachments will not convert any existing public use areas into private use. All proposed improvements will enhance existing public use of these areas as described above.

This Project has been in progress for many years including continuous discussions between City staff and SANDAG related to updates and revised plans for improvements. Planning and Community Development Department staff have consulted with the Public Works Department, Community Services Department, and City Manager's Office and

determined that the proposed improvements will provide a benefit to the City related to providing a safe and legally compliant public passage with connections to the Coast to Crest Trail underneath the train tracks. The proposed improvements would not endanger the public's health, safety, or welfare, nor would it endanger the surrounding properties because of the design of the encroachment improvements and the means and methods of the construction activities.

As shown in the photographs in Attachment F, the existing trail does not provide safe or legal access for members of the public to cross the railroad tracks. Individuals who cross the tracks are considered trespassers; however, this has been a widespread practice for many years. The artist renderings in Attachment G depict how the new pedestrian undercrossing will provide a safe and legal point of access to cross the tracks.

Based on the facts above, all required findings are found to be satisfied. Therefore, staff recommends that the City Council adopt the Resolution approving EP25-019 (Attachment A).

**FISCAL IMPACT:**

There is no cost to the City related to this Project. As is common practice among government agencies, staff is recommending that the \$2,085 in fees related to the processing of this EP application be waived. According to SANDAG, funding sources for the project include resources from the Federal Railroad Administration (FRA), Federal Transit Administration, State of California, and TransNet.

**ENVIRONMENTAL IMPACT:**

A Categorical Exclusion determination was prepared for the Project by SANDAG in accordance with the National Environmental Policy Act (NEPA) since the Federal Railroad Administration (FRA) has been acting as the federal lead agency. The project is categorically excluded from NEPA pursuant to Title 23 CFR 771.118(c)(9) which covers "Assembly or construction of facilities that is consistent with existing land use and zoning requirements (including floodplain regulations) and uses primarily land disturbed for transportation use, such as: Buildings and associated structures; bus transfer stations or intermodal centers; busways and streetcar lines or other transit investments within areas of the right-of-way occupied by the physical footprint of the existing facility or otherwise maintained or used for transportation operations; and parking facilities". Staff has independently reviewed these determinations and found that these Exclusions are appropriate.

The project was analyzed by Caltrans in the LOSSAN EIR, certified by Caltrans in 2007. The California Coastal Commission then conducted an environmental review of the project improvements as part of the North Coast Corridor Public Works Plan & Transportation and Resource Enhancement Program, which was approved in 2014, finding that all feasible California Environmental Quality Act (CEQA) mitigation measures and alternatives had been incorporated into the NCC PWP/TREP. In 2021, the CPUC

adopted the Coastal Commission’s CEQA findings as part of an approval to construct new crossings as part of the project. The City of Del Mar, as a responsible agency, have independently reviewed these documents and the findings and have found that these prior CEQA documents and actions by the other agencies are consistent with the limited project scope involving this encroachment permit. Moreover, the City’s action is exempt under CEQA Cal. Code Regs. Tit. 14, Section as a “Minor Alterations to Land” because the minor excavation will be compatible with existing conditions and will not create any new significant environmental impacts to coastal resources or the surrounding environment.

NEXUS TO CITY COUNCIL GOALS AND PRIORITIES:

This is an operational item and is not included in the City Council’s list of Goals & Priorities.

ATTACHMENTS:

- Attachment A – Resolution Approving EP25-019
- Attachment B – SANDAG Utility Agreement
- Attachment C - Vicinity Schematic for Pedestrian Undercrossing
- Attachment D – Schematic for Water and Sewer Lines
- Attachment E – Site Map of Construction and Staging Areas
- Attachment F – Photographs of Current Trail and Track Conditions
- Attachment G – Artist Renderings of Pedestrian Undercrossing

## RESOLUTION NO. 2025-XX

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF DEL MAR, CALIFORNIA, APPROVING ENCROACHMENT PERMIT 25-019 AND WAIVING THE PLANNING LAND USE APPLICATION FEE FOR AN ENCROACHMENT PERMIT FOR IMPROVEMENTS RELATED TO THE SANDAG SAN DIEGUITO DOUBLETRACK PROJECT (APNs: 299-030-02-00, 299-030-11-00, 299-171-01-00) IN DEL MAR, CALIFORNIA

WHEREAS, the City of Del Mar (City) is the owner of the public right-of-way and property within the Project limits; and

WHEREAS, San Diego Association of Governments (SANDAG) (Applicant) has filed an application for an Encroachment Permit (EP25-019) seeking approval for various improvements, more specifically described in the Agenda Report and attached Encroachment Permit plans, in the public right-of-way adjacent to APNs: 299-030-02-00, 299-030-11-00, and 299-171-01-00 (Project); and

WHEREAS, Del Mar Municipal Code (DMMC) Chapter 23.28 requires an Encroachment Permit (EP) for any non-City improvements within the public right-of-way; specifically, any improvements that extend at least 12 inches above the level of the sidewalk, roadway, or adjacent grade require City Council approval; and

WHEREAS, Section 23.28.070 of the DMMC provides that an Encroachment Permit may be approved or conditionally approved only if the Council makes all of the required findings set forth in Section 23.28.070(C) as noted in the below; and

WHEREAS, the project will include double-tracking, a bridge replacement, a special events platform at the Del Mar Fairgrounds, utility line relocation, pedestrian trail and other improvements; and

WHEREAS, in accordance with the National Environmental Policy Act (NEPA), the project is categorically excluded from NEPA pursuant to Title 23 CFR part 771.118(c)(9) which covers "Assembly or construction of facilities that is consistent with existing land use and zoning requirements (including floodplain regulations) and uses primarily land disturbed for transportation use, such as: Buildings and associated structures; bus transfer stations or intermodal centers; busways and streetcar lines or other transit investments within areas of the right-of-way occupied by the physical footprint of the existing facility or otherwise maintained or used for transportation operations; and parking facilities,"; and

WHEREAS, the Proposed Encroachment Permit is exempt under the California Environmental Quality Act under Section 15304, Minor Alterations To Land, and would not otherwise cause significant unavoidable impacts to the environment; and

WHEREAS, on June 7, 2017, the California Coastal Commission (“Coastal Commission”) issued a federal consistency certification for the SANDAG San Dieguito Double Track project to improve the operation and safety of the rail line in the LOSSAN Corridor between Solana Beach and Del Mar by finding that the project as proposed would not result in impacts to coastal resources as defined in the California Coastal Act.

WHEREAS, on April 7, 2025, the City Council of the City of Del Mar held a duly noticed public hearing to review the referenced entitlements, and at which time all persons desiring to be heard were heard; and

WHEREAS, such oral and written evidence that was submitted and considered included without limitation:

- a. Plans submitted by the applicant;
- b. Written information submitted with the application;
- c. Agenda Report, dated April 7, 2025, incorporated by reference as though fully set forth herein;
- d. The Coastal Commission Federal Consistency Certification dated June 7, 2017, incorporated by reference as though fully set forth herein; and
- e. Additional information submitted and testimony provided during the hearing.
- f. Staff’s independent review of relevant NEPA and CEQA documentation.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Del Mar that Encroachment Permit EP24-115 is hereby approved based on the following findings in accordance with DMMC Section 23.28.070(C):

**Findings:**

1. The proposed improvements including grading, placement of rock slope protection, relocation of water and sewer lines, and temporary encroachments consisting of access and staging will not endanger public health, safety, or welfare, or the surrounding property because the construction practices and means and methods will not adversely affect coastal resources or nearby residents. The grading to accommodate the pedestrian undercrossing is necessary due to the height of the double-track bridge structure and ensures that it is not impacted by flood conditions. To achieve these design conditions the applicant will need to begin grading in the City’s right-of-way to ensure safe train operations. The utility lines require relocation and to ensure public safety they will be fully encased in steel to prevent damage from the tracks. The new manholes will be installed on City property to provide for easier maintenance access.
2. The proposed improvements will not unreasonably interfere with the use of the public right-of-way because the Coast to Crest Trail and the grading for the undercrossing is designed to connect the Trail from east to west in order to provide safe passage for pedestrians, in an area where an accessible crossing does not currently exist. Furthermore, the relocation of water and sewer lines will be an added benefit because they will be accessible within City right-of-way as opposed

to NCTD right-of-way which provides greater operational efficiencies. Moreover, the proposed access points within City right-of-way at Via de la Valle and Jimmy Durante Blvd., will not unreasonably interfere with City traffic flows because the traffic control plans will ensure a smooth flow of traffic during the construction period. Traffic management will also be in coordination with Public Works.

3. The Coastal Commission has determined that the project will not have an adverse impact on coastal resources and the Project scope has not changed since they issued a federal consistency certification. Moreover, the proposed encroachments are generally consistent with the character of the surrounding area and will improve the aesthetics of the community and improve public access to coastal resources by providing a safe and legally compliant pedestrian crossing.
4. The proposed improvements will not remove the Coast to Crest Trail or permanently impact it, nor will the character of the surrounding area be permanently impacted.
5. The proposed permanent improvements will not interfere with existing public use of the surrounding right-of-way. While there will be temporary impacts to the existing public trail during the construction period, the proposed permanent trail improvements will create a legally compliant access that provides a continuous east-west connection between Coast Boulevard and the existing Coast to Crest Trail. Furthermore, the relocation of the water and sewer lines from NCTD right-of-way to City property will provide the City ability to access the utility from City right-of-way and eliminate additional coordination required with NCTD. Due to the construction practices and the means and methods of the construction activities, the proposed encroachments to be authorized will not interfere with City operations/infrastructure and not be to the detriment of the interests of the general public.
6. Given the small area of impact, the proposed encroachments will not convert any existing public use areas into private use. All proposed improvements will enhance existing public use of these areas as described above.

NOW, THEREFORE, BE IT FURTHER RESOLVED by the Council that approval of EP25-019 shall be subject to the following conditions:

**General Conditions:**

**GEP-1** [*EP – Excavation Scheduling*]

No excavation or trenching shall occur within a City right-of-way on days when City of Del Mar City offices are closed. Those days include all Saturdays and Sundays and all days on which City Holidays are observed.

**GEP-2** [*EP – Indemnification*]

By accepting this permit and implementing the development authorized herein, the applicant agrees to indemnify, defend and save the City of Del Mar, its authorized agents, officers, representatives and employees harmless from and against any and all penalties, liabilities, annoyances, or loss resulting from claims or court action and arising out of any accident, loss or damage to persons or property happening or occurring as a proximate result of any work undertaken under the permit granted pursuant to the application or by reason of the permittee's installation, operation, maintenance or removal of the encroachment.

**GEP-3***[EP - Removal of improvements]*

The applicant agrees that if any structure, tank, pipe, conduit, duct, tunnel, or other development for which this permit is issued is, at any point in the future, determined by the City to interfere with the use, repair or improvement of the subject right-of-way, the applicant or his or her successors or assigns, shall remove the development within ten (10) days after the receipt of a written notice from Public Works to do so. The removal shall be accomplished at the expense of the applicant or his or her successors or assigns and shall be removed or relocated to the satisfaction of the Public Works Department.

- A) If an unknown underground facility is encountered, work shall cease immediately, and both the City Engineer's office, Public Works and the utility believed to own the facility shall be notified. Work shall not proceed until permission is granted by the City Engineer's office and a solution to the underground obstruction is resolved by the Engineer of Work.

**GEP-4***[EP - Compliance with Conditions]*

The applicant hereby agrees to do all work and otherwise comply with the terms and conditions of this permit, and all applicable rules and regulations of the City of Del Mar and/or other public agency with overlapping jurisdiction.

**GEP-5***[EP - Revocation of permit due to noncompliance with conditions]*

This permit may be revoked by the City if noncompliance is noted to the applicant and satisfactory action is not taken by the applicant or his/her agents to achieve compliance within twenty-four (24) hours of notice.

**GEP-7***[EP - Permit Expiration/Potential for Permit Extension]*

This permit and the authorization for use/work within a City right-of-way herein granted shall be in effect for the duration of project construction and shall expire once the project is finalized.

**GEP-8***[EP - Work to be Performed by a Licensed Contractor]*

All work authorized by an Encroachment Permit shall be performed by a licensed contractor from one of the following classes: "A" General Engineering Contractor, "C34" Pipeline Contractor or a "C42" Sanitation System Contractor. A copy of such a license shall be provided to the City prior to the commencement of work and shall be retained at the project site. This requirement may be waived by the City Engineer's

office when the work to be performed is limited to minor improvements or maintenance for residential property adjacent to the City right-of-way or easement and when the work will be performed by the resident or owner of the benefited residential property. This information shall be provided prior to the commencement of any work in a public right-of-way.

**GEP-9***[EP - Compliance with CAL-OSHA]*

The permittee shall obey and enforce all safety orders, rules, regulations, and recommendations of the Department of Industrial Relations of the State of California, CAL-OSHA, applicable to the work and shall comply with all applicable laws, ordinances, codes, and regulations. Any omission on the part of the City Engineer's office to specify protective measures or devices in the Encroachment Permit shall not excuse the permittee from complying with all applicable requirements of law.

**GEP-10***[EP - Timely Performance of Work]*

If any part of the work performed under an Encroachment Permit is not completed within the period indicated in either the submitted application materials or the conditions of approval of the Encroachment Permit, the City may notify the person performing the work, in writing, to complete the work within forty-eight (48) hours thereafter, legal holidays excepted. If the work is not completed within this time period, the Public Works shall have full power to perform the work, including such measures as will restore the disturbed area to a safe and passable condition until the work can be completed. The cost thereof, including any inspection and administrative overhead costs incurred by City, shall be assessed against the permittee.

**GEP-11***[EP - Compliance with City Codes and Permit Conditions]*

Any person violating any provisions of or failing to comply with any of the requirements of this Permit or of DMMC Chapter 23.28 shall be subject to the enforcement provisions set forth in DMMC Chapters 1.08 and 30.98.

**GEP-12***[EP - Change of Permit Conditions at Direction of the City]*

The City retains the right to change conditions of this Permit granted and order the relocation or adjustment of lines, manholes, fixtures, and apparatus hereby allowed to be installed, whenever, in the opinion of the City, this becomes necessary; and desirable. In the event that such an order is made, all changes required pursuant thereto shall be made at the sole expense of the Permittee.

**GEP-13***[EP - Notification of Utility Owner]*

The applicant shall notify the appropriate Public Utility a minimum of seventy-two (72) hours prior to performing any work on or adjacent to any public utility. All such work shall be done only with authorization and with inspection by the appropriate utility owner.

**GEP-14***[EP - No authorization for street closure]*

The permit does not authorize closure of any road or street, unless specifically stated on the permit.

- A) If Street closure is required then at least one (1) lane of traffic must be kept open during construction periods. However, when individual streets are under construction, streets may be closed to traffic by the Contractor, subject to approval of traffic control plans. The Contractor shall furnish, install and maintain all necessary and appropriate signing and striping for the closure and for detours as determined by the Public Works Department.
- B) No street shall be closed to traffic until immediately prior to start of work, and any street that is closed by permission of the Engineer shall be re-opened before the end of the workday. Emergency vehicles shall be permitted to pass through the work area without delay at all times.
- C) The Contractor shall make every effort to keep driveways open during working hours. After hours all driveways shall be accessible with smooth and safe crossings through the construction.
- D) All traffic lanes shall have a minimum width of eleven feet (11') unless otherwise specified. In addition to the lane width specified herein, the Contractor shall maintain a clearance of two feet (2') feet to curbs, barricades, and other vertical obstructions.

*GEP-15[EP - No Transfer in Property Interest]*

The granting of an encroachment permit pursuant to this chapter shall not constitute the transfer or relinquishment of any ownership or interest held by the City over the public right-of-way, nor shall such permit confer any vested or proprietary rights upon the holder of the permit beyond the right to utilize the encroachment area in the manner authorized by the permit and subject to all of the conditions set forth herein.

*GEP-16[EP - Notification of Neighbors Prior to Commencement of Traffic Lane Disruption]*

Where the proposed work will involve a temporary traffic lane closure or detour, the applicant shall notify all neighbors along the street in the area in which work will take place a minimum of five (5) calendar days prior to the commencement of any work. The notification required herein shall be provided as follows:

- a. Copies of written notice shall be distributed at the properties with frontage along the street where the traffic lane disruption will occur and at properties with frontage along the affected street that are within 200 (linear) feet of the area of traffic lane disruption. A copy of the notice to be provided shall be submitted for City approval prior to distribution, and
- b. Temporary signs shall be placed along both sides of the street in the area where traffic lane disruption will occur and at the points 500 feet beyond the ends of the affected street area.

The notice required herein shall be provided / installed (as applicable) to the satisfaction of the Director of Planning and Community Development.

**GEP-17** *[EP - Improvements Subject to Compliance with ADA Accessibility Requirements]*

The applicant shall be responsible for ensuring that all improvements are implemented in compliance with the applicable provisions of the Americans with Disability Act (ADA). Information about requirements for complying with ADA requirements can be gained from the following website: <https://www.access-board.gov/>

**GEP-19** *[EP - Bonds]*

Before a permit is granted by the City, which authorizes excavation, trenching or removal of the surface of a street, a bond or other security acceptable to the City, shall be filed by the applicant, or by the contractor who will do the work. The bond shall be a surety bond and shall be issued by a corporation duly and legally licensed to transact business in the State of California and approved by the City. The bond or other security shall guarantee the performance of the work authorized by the permit in accordance with all of the provisions of the application, and shall indemnify the City against faulty or improper workmanship or materials that may be discovered during the performance of the work and for the term of one year after the completion of the work. If the applicant, or the contractor performing the work, intends to perform more than one project requiring a permit under this Chapter, the bond may be written so as to apply to more than one permit and it shall indemnify the city against faulty or improper workmanship or materials that may be discovered during the performance of the work, intends to perform more than one project requiring a permit, the bond may be written so as to apply to more than one permit and it shall indemnify the City against faulty or improper workmanship or materials that may be discovered during the period of one year after the completion of the work authorized by each permit.

**GEP-20** *[EP - Traffic Conditions]*

Traffic Control shall be as follows:

- A) Maintain Traffic – Vehicular and pedestrian traffic on all streets shall be permitted to pass through the work area with as little inconvenience as possible. At no time shall the roads be closed without specific authorization.
- B) Flagmen – Shall be used on all streets where the traffic is restricted to less than two (2) traffic lanes.
- C) Comply with Green Book Section 601 – Maintaining of vehicular traffic through the work area shall conform to Standard Specifications for Public Works Construction (Green Book Section 601) Temporary Traffic Control For Construction and Maintenance Work Zones.
- D) Replace Improvements – All improvements within the road right-of-way which include road signs, road striping, road symbols, etc., which were damaged, removed or obliterated as a result of the permittee's work shall be repaired

- and/or replaced. Repairs and replacements shall be equal to or better than the existing improvements and shall match them in finish and dimension.
- E) End of Workday – At the end of each workday, all roads shall be restored to two-way traffic. The road surface shall be brought to a smooth, even condition, free of humps and depressions, satisfactory for use by the motoring public.
  - F) Detours – Shall be in accordance with Caltrans Traffic Manual, Chapter 5, And shall be approved by the Public Works three weeks before the anticipated date of the detour.
  - G) The applicant shall be responsible for notifying the Del Mar Fire Department (858) 755-1522) and City Parking Enforcement (858) 755-1556 at least 48 hours prior to the road closure.
  - H) The Permittee shall follow Caltrans standards for bicycle and pedestrian traffic control. Where facilities exist, a minimum sidewalk and bike path width of four feet (4') shall be maintained at all times for safe passage through the work area. At no time shall pedestrians be diverted onto a portion of the street used for vehicular traffic. At locations where adjacent alternate walkways cannot be provided, appropriate signs and barricades shall be installed at the limits of construction and in advance of the closure at the nearest crosswalk or intersection to divert pedestrians across the street. Pedestrian detour plans shall be approved by the City prior to construction.

**GEP-21[EP – Cleanup, Backfilling and Compaction]**

Cleanup, backfilling, and Compaction shall be as follows:

- A) Cleanup After Completion - Immediately after completion of the work, the permittee shall cleanup and remove all materials, earth and debris of any kind. If the permittee fails to do so within 24 hours after having been notified to do so by the City, the work may be done by the city and the permittee charged the costs of such work. When a pole, guy-stub or similar timber is removed and not replaces, the entire length thereof shall be removed from the ground and the hole backfilled and compacted.
- B) Backfilling and compaction – Backfilling and compaction of an excavation of an evacuation shall be in accordance with the Standard Specifications for Public Works Construction (Sections 301 and 306), as well as any special standards established by the City. Backfilling shall be completed before the end of the workday. No open trenches shall be left after normal working hours.
- C) Restoration of right-of-way - upon completion of the encroachment work authorized by a permit, the permittee shall restore the right-of-way by replacing, repairing or rebuilding it in accordance with the specifications or any specific requirements, but not less than to its original condition before the

- encroachment work was commences. The permittee shall remove all obstructions, materials, and debris upon the right-of-way and shall do any other work necessary to restore the right-of-way to a safe and usable condition, as directed by the City. When the excavation occurs within an area already paved, the city may make the necessary restoration. The permittee can be notified or can respond to notification; the City may make the necessary restoration. The permittee shall reimburse the City in accordance with the costs of such work. All work shall be in accordance with City standards and Public Work Standard Specifications for Construction (Green Book Section 302 and 306.).
- D) The Contractor and all Subcontractors are required to clean up the site on a daily basis. This cleanup shall include, but not be limited to, the Contractor furnishing and operating a self-loading motorized street sweeper equipped with a functional water spray system or by hand (depending on the size of the daily job/cleanup), removal of all construction material that is no longer needed on the job site, daily removal of all construction rubbish/trash away from the job site, proper storage of all construction equipment including traffic control devices that are not in use. The sweeper shall clean all paved areas within the Work site and all paved routes at least once each working day for the purpose of keeping paved areas acceptably clean whenever construction, including restoration, is incomplete. It shall be the Contractor's responsibility to keep vehicle and pedestrian travel ways broom clean at all times. Failure to comply with these daily cleanup requirements may result in the City performing the cleanup work and billing the cost to the Contractor.
- E) For projects involving the public sewer system, Contractors Pollution Liability appropriate to cover such activities as cleanup, removal, storage, or otherwise handling of hazardous or toxic chemicals, materials, substances, or any other pollutants; in an amount sufficient to cover potential losses from an incident, but not less than One-Million Dollars (\$1,000,000) combined single limit per occurrence/aggregate for bodily injury and property damage.
- F) For projects involving the public sewer system, Transporters Pollution Liability to cover transportation of hazardous or toxic chemicals, materials, substances or any other pollutants, the Contractor shall provide an amount sufficient to cover potential losses from an incident, but not less than **One-Million Dollars (\$1,000,000)** combined single limit per occurrence/aggregate for bodily injury and property damage, and will not contain more than \$25,000 per claim deductible.

GEP-21[EP – Street Cut Moratorium]

The City places moratoriums on any street or alley that have been reconstructed or sealed. Moratoriums on streets and alleys are valid after construction is completed. The moratorium lasts for five years for a reconstruction and overlay project and three years for a surface treatment

project (slurry/surface seal). The moratorium list is updated as projects are completed. Applicants shall check City as to which streets have moratoriums.

**GEP-22[EP – Construction Staging Area]**

Proposed locations of construction staging areas shall be approved by the City. Any construction staging area proposed outside of the public right-of-way shall be disallowed unless the Permittee has secured the prior written approval of the owner.

- A) In the Event that the Contractor obtains an staging area on private property, it shall maintain, at his own cost, a construction staging area outside of the right of way or outside the boundaries of the City's property, unless a staging area is specifically shown on the Plans or described in the specifications. Any posted signs for or related to the staging area must be of professional quality and approved by the City prior to placement. The staging area must be established, maintained and removed in a manner acceptable to the City and the owner of the land where the staging area is situated. The Contractor shall be solely responsible for the security and liability of the staging area. The staging area maybe fenced, lighted and locked. Guard dogs are not allowed at the construction staging area. Such staging areas shall meet all requirements of applicable standards, codes, ordinances and laws, and shall be established at least five (5) Working Days prior to commencement of work.
- B) When any product, material or equipment is to be stored outside the street right-of-way or City property, the Contractor shall first obtain written permission from the property owner on whose property the storage is to be made. The Contractor shall file with the City an original permission letter, together with a written release from the property owner absolving the City or its employees from any and all responsibility in connection with storage of materials, products or equipment on said property.

**GEP-23[EP – Archaeological]**

The permittee shall cease work in the vicinity if any archaeological resources that are revealed. The City shall be notified immediately. A qualified archaeologist, retained by the permittee, will evaluate the situation, and make recommendations to the City concerning the continuation of the work.

**GEP-24[EP – Monument Preservation]**

Location of monuments shall be tied out prior to work. Any City monument damaged, displaced, or destroyed by Permittee's work shall be replaced by Permittee at Permittee's sole expense.

**GEP-25[Notice to Proceed]**

A Notice to Proceed shall be issued after the Pre-Construction Meeting, provided the Storm Water Pollution Prevention Plan (SWPPP) and the Construction Staging / Traffic Control Plan have been submitted by the

Contractor and accepted by the Public Works Department, and all other appropriate contract requirements are fulfilled. The Work shall start within ten (10) Working Days thereafter and shall be diligently prosecuted to completion within the time provided in the Project Specifications.

For projects of forty-five (45) Working Days or more, the Contractor shall submit to the Engineer an updated construction schedule each month, showing the actual progress of the Work.

**Public Works Conditions:**

**PW-1 [Notification prior to and after Completion of Work]**

The applicant agrees to notify the Public Works representative at least forty-eight (48) hours in advance of time when work authorized in this permit will be started. Applicant shall state the EP number, original date of approval and a short description of the work. Additionally, upon completion of the work, the applicant agrees to immediately notify the Public Works *representative* of such completion. Any improvement or modification of the right-of-way shall be subject to inspection and approval of work from the Public Works representative. The permittee shall be responsible for calling MBI for an inspection at (760) 603-6264.

**PW-2 [Bulk Pallet Storage]**

Unless prior written authorization has been received from the City Manager, no materials shall be stored in bulk pallet form in the City right-of-way. Additionally, City right-of-Way shall not be used for material storage, unless a material delivery is taking place.

**PW-3 [USA Markout]**

At least 72 hours prior to the excavation of any area within a right-of-way, the applicant shall contact Underground Services Alert (USA) at (800) 422-4133 for the purpose of identifying the location of buried utilities so as to avoid disturbance thereof. All proposed dig or trench areas shall be pre-marked with white paint prior to contacting for USA mark out. No work shall commence until USA mark out has occurred.

The permittee is advised that the locations of utility lines may vary from those shown on approved project plans and that coordination with the appropriate utility companies is, therefore, imperative. Any damage or repair thereof to utility lines caused as a result of project implementation shall be the permittee's responsibility. The applicant shall be responsible for removing or blocking out all pavement markings installed for the project immediately upon completion of the work authorized in the Encroachment Permit. Should a utility conflict be present, then the Contractor shall contact the Engineer of Work immediately, in order to provide sufficient time for a redesign and approval of construction change.

**PW-4 [Traffic Control Plan]**

Prior to the approval of the Encroachment Permit, the contractor shall submit a plan for traffic control prepared by a registered California Civil or Traffic Engineer. The plan shall be subject to the review and written approval of the City. The plan shall be prepared in accordance with the “Manual for Uniform Traffic Control Devices (MUCTD) in Construction and Maintenance Zones” and the “County of San Diego Standard Traffic Control plans.” The plan shall also be prepared and implemented to ensure that traffic control measures will be in place so as to protect pedestrian, cyclists and motorists from any construction, equipment, or other related activities, (including parked vehicles) due to construction. If a detour for traffic is needed, a Traffic Control plan should be submitted for review and approval by the City prior to the start of work.

PW-5 *[Trench Resurfacing, Contact with Public Works – Standards for Repair]*

All trench resurfacing shall be performed in accordance with the standards shown below and shall be subject to inspection by the City’s representative. The permittee shall be responsible for calling MBI for an inspection at (760) 603-6264.

Trenches and improvements in streets shall conform to regional standards as follows:

- A) Trenches wider than six (6) inches: Use Regional Standard G-24 type B. The base shall be compacted with twelve (12) inch maximum lifts to 95% modified proctor and test reports shall be furnished to the City prior to capping base with Asphalt.
- B) Trenches six (6) inches or less: Use regional standard G-24 Type C. Call for an inspection prior to the Asphalt repair, call MBI at (760) 603-6264.
- C) Traffic Control plans shall be followed per approved plans and adjusted by the contractor for changing conditions.
- D) Trench Plates cover placed over open trenches at the end of the work day shall be recessed into the existing paved roadway surface equal to the depth of the plate thickness and to a width and length equal to the dimension of the plate by cold-milling. All open trenches in roadway shall be plated and secured at the end of the workday. Open trenches in pedestrian areas shall be plated or covered in heavy plywood.
- E) Where a curb exists, the applicant shall bore under curb or saw cut a minimum of the width of the asphalt patch and replace with same construction. Should the proposed saw-cut fall within a couple of feet of a joint, then saw-cut shall be at the nearest joint.
- F) No trench shall be opened in any street for the purpose of laying pipes, conduits or ducts except when the prior written consent of the Public Works Department has been obtained.

Construction shall include restoration of all speed controls bumps and all striping and/or any signage that may be disturbed as the result of project implementation.

Restoration of disturbed speed bumps shall include thermoplastic paint of speed bump.

No open trench shall be allowed across any street or within ten (10) feet of any travel-way, except when work is in actual progress. Areas covered by acceptable steel plates are not to be construed as trenches.

PW-6 [Location of Walls & Fences]

No walls, wall footings or fences shall be constructed within the Public Right of Way.

PW-7 [*Marking of Curbs and Roadways*]

The applicant shall not apply paint or other permanent marking substance to any paved surface or curbs, except for: 1) refreshing of official traffic markings or marking approved on a plan set authorized by the City; 2) markings of underground facilities in connection with construction or maintenance work; or 3) numbers painted on curbs to identify an address. The applicant shall be responsible for the removal of any temporary markings immediately upon completion of the project. Chalk paint or feathers shall be used in grass and vegetation areas.

PW-8 [*No Removal of Street Signs or Monuments*]

No traffic or street signs of any kind are to be moved for any reason without first obtaining permission from the Public Works or as depicted on an approved plan set.

PW-9 [*Traffic Control*]

The applicant shall be responsible for informing the public of the traffic conditions existing within the construction area at all times by placement of appropriate warning and advisory signs. The applicant shall also provide and maintain all traffic control and safety items. Permittee assumes sole and complete responsibility for the job and site conditions during the course of construction, including safety of all persons and property. This requirement shall apply continuously twenty-four (24) hours per day and shall not be limited to normal work hours. All stationary items (e.g., dumpsters, heavy equipment, construction supplies) that will be in the public right-of-way for long periods of time, including, needs to have the proper reflective delineation.

In the event of the need for a full road closure, at a minimum of five (5) days prior to the road closure, signs measuring no less than 30"x36" shall be placed at each end of the block stating the dates, time and purpose of the road closure and a notice written notice containing the same information as the above-mentioned signs shall be distributed at the properties with frontage along the street where the traffic lane disruption will occur and at properties with frontage along the affected street that are within 200 (linear) feet of the area of traffic lane disruption. Additionally, the applicant shall be responsible for notifying the Del Mar

Fire Department (858) 755-1522) and City Parking Enforcement (858) 755-1556 at least 48 hours prior to the road closure.

**PW-10***[Pavement Interface]*

Where existing right-of-way pavement is to be removed, a clean, neat line shall be saw-cut at the edge of existing pavement where the new replacement pavement to be installed, a minimum of 3-inches deep. A minimum twelve (12) inch wide cut shall be provided between a new driveway, curb or other concrete work that meets with asphalt. This will give a clean, compactable area to transition from new concrete to existing road surface. All driveways or sidewalks shall be poured as soon as possible after disturbance of existing pavement to prevent erosion of pavement integrity. Any damaged pavement shall be repaired with like material to the satisfaction of the Public Works Inspector. All work shall be performed in a manner to ensure that following project completion, drainage flow in the right(s)-of-way will function in same manner as prior to construction. Existing street widths shall not be narrowed as a result of apron placement.

Private drainage lines less than four (4) inches in outside diameter installed through a curb shall be core drilled and the curb shall not be broken out unless prior approval is given by the City Inspector. All driveways shall be designed so that overflow water from the adjacent street does not run down the private driveway.

**PW-11***[Sewer Lateral Construction]*

All sewer laterals shall be installed per Regional Standards S-13 or S-14. Upon completion, the applicant shall contact the Public Works Department for an inspection of the tie to the Main by calling MBI at (760) 603-6264.

**PW-12** *[Removal of Trip Hazard]*

Along the public right-of-way, the applicant shall eliminate an existing tripping hazard caused by the condition of the existing private sidewalk. The remedial work required herein shall be performed to the satisfaction of the City Inspector.

**PW-13***[Driveway Construction and Stormwater Flow]*

The proposed driveway shall be constructed in a manner so as to:

- A) Maintain existing stormwater runoff flows;
- B) Avoid the flow of stormwater across the new driveway (or associated sidewalk);  
and
- C) Include the installation of an expansion joint between the paved surface on the private property and the paved surface of the public right-of-way.
- D) Should a bridge per required to cross over a cobble lined swale. The swale shall be reconstructed in the location of the driveway apron and any other location, along property frontage, that is determined to be deteriorated.

- E) The Contractor shall make every effort to keep driveways open during working hours. After hours all driveways shall be accessible with smooth and safe crossings through the construction.
- F) During grading operations, the Contractor shall provide temporary graded driveways and continuing maintenance thereof to provide safe, smooth, stable and continuous access to all residences and businesses within the Project area. All costs, if any, associated with such grading operations shall be borne by the Contractor and no additional payment shall be made to the Contractor.

PW14 [*Sidewalk Design in Public Right-of-Way*]

Unless specifically permitted by Public Works, no stair steps or portions of stair steps shall be located within the public right-of-way.

The design and construction of sidewalk shall comply with all of the following standards:

- A) Sidewalk cross-slopes shall not exceed a one and one-half 1.5 percent slope.
- B) Sidewalks width shall be a minimum of five (5) feet, unless located adjacent to a curb or in a commercial zone, in which case the minimum width shall be six (6) feet.
- C) Sidewalks that run parallel to and adjacent to a street may be designed such that the running slope is not greater than the slope of the corresponding section of the adjacent street.
- D) Sidewalks that are perpendicular to a street curb shall maintain a maximum two (2) percent slope in both directions.
- E) At the discretion of the City, sidewalks that are perpendicular to street curb may require a curb transition (not necessarily a ramp) to accommodate the two (2) percent mandatory cross slope of sidewalk.
- F) All intersections of private sidewalks and street sidewalks shall provide a maximum a two (2) percent slope in each direction at the sidewalk intersection landing area.
- G) Proposals for ramps located at a street intersection shall include engineered plans detailing the ramp using existing slopes of streets as guide for design. At the discretion of the City Inspector, said plan shall be subject to review by the City's Engineering Department and American with Disability Act (ADA) consultant with a deposit required from the applicant to cover the cost of review.
  - a. Information about requirements for complying with Americans with Disability Act requirements can be gained from the following website: <http://www.access-board.gov/adaag/html/adaag.html>
- H) In order to provide a safe path of travel for pedestrians using walkers or wheelchairs, sidewalks that cross a driveway shall include a minimum four (4) foot wide and two one and one-half 1.5 percent maximum cross slope path of travel.

PW-15[*Backflow Device*]

An approved backflow preventer shall be installed on the main feed line. Inspection of the device installation is required by the Public Works Inspector at MBI at (760) 603-6264.

*PW-16[Sewer Lateral Testing]*

All building sewers or sewer laterals shall be tested via an internal video inspection. When cleaning and testing of an existing building sewer or sewer lateral is required, the building sewer or sewer lateral shall first be cleaned, and then tested via an internal video inspection for the full length of the building sewer or sewer lateral. The internal video inspection shall be completed by a person and/or firm competent by experience to perform the work. Video recordings of the inspection shall be submitted to the Public Works Inspector for verification of the condition of the building sewer or sewer lateral. The owner or an agent of the owner of a house, building, property or other structure connected to the district's sewer system shall notify the district at least 24 hours prior to testing so the Public Works Inspector has the opportunity to witness the testing.

*PW-17 [Public Works Inspection]*

Permittee shall schedule inspections with the Public Works, through MBI at (760) 603-6264, at least 24 hours prior to need as follows:

- A) Sidewalk, Driveway, Curb and Gutter and other Concrete Work Pre-pour and Final
- B) Street Excavation T-Cut and Final
- C) Sewer Lateral Capping during Demolition and New Lateral Connection to Main
- D) Water- Cross Connection Inspection prior to final.
- E) All Other Encroachment Activity Final

*PW-18 [Haul Route]*

A separate Grading Plan shall be submitted and approved, and a separate Grading Permit issued for any off-site borrow or disposal site, if located within City limits. An Encroachment Permit will be required to identify the haul route proposed for this purpose. If the borrow or disposal site is located outside of the City, the applicant shall provide evidence of receipt of required permits/authorizations. A haul route shall be submitted and approved by the Engineering Department.

- A) A log documenting the dates of hauling and the number of trips (i.e. trucks) per day shall be available on the job site at all times.
- B) The applicant shall identify a construction manager and provide a telephone number for any inquiries or complaints from residents regarding construction activities. The telephone number shall be posted at the site readily visible to any interested party during site preparation, grading and construction.
- C) Trucks shall be spaced so as to discourage a convoy effect.
- D) There shall be no staging of hauling trucks on any streets adjacent to the project, unless specifically approved as a condition of an approved haul route.
- E) Care should be taken to prevent spillage on streets over which hauling is done, and any such spillage or debris deposited on streets due to the Contractor's operation shall be immediately cleaned up.

**PW-20***[Sewer Lateral Back-flow Check]*

A back-flow check is required to prevent wastewater from flowing in reverse and entering the structure. Applicant shall install a sewer lateral check valve device in accordance with the local building code. A waiver may be granted from the Public Works Department if the applicant can prove that the entirety of the private system is above the nearest up stream manhole rim elevation.

**PW-21***[Monument Preservation]*

Location of monuments shall be tied out prior to work. Any City monument damaged, displaced, or destroyed by Permittee's work shall be replaced by Permittee at Permittee's sole expense.

A) In accordance with the Professional Land Surveyors Act (State of California Business and Professions Code 8771(a), (b) and 8773.2 (as amended by California Senate Bill 1563), the Surveyor performing construction staking for the Project shall file in the Office of the County Surveyor a Corner Record form or Record of Survey prior to the completion of construction for the replacement of survey monuments. The Contractor shall not disturb survey monuments, lot stakes (tagged), or benchmarks without the consent of the City, and in the case of willful or careless destruction, shall be liable for and charged with the cost of their replacement and of any expenses resulting from their unnecessary loss. Replacement shall be done only under the direction of the City by a Register Land Surveyor or a Register Civil engineer authorized to practice land surveying within the State of California.

**PW-22***[Access to Water Meters]*

Location of monuments shall be tied out prior to work. Any City monument damaged, displaced, or destroyed by Permittee's work shall be replaced by Permittee at Permittee's sole expense.

**PW-23***[Public Improvement Plans]*

The public street improvements shall be depicted on a separate improvement plan set. A separate cost estimate is required for the work within the public right-of-way and submitted to the Engineering Department for approval. Additional review fees will be required based on the City's standard fee schedule for public improvements. The Public Works Department will require an 11x17 sheet of the proposed improvements as part of the Encroachment Permit application.

**PW-24***[Material Hauling]*

For material delivery vehicles equal to, or larger than two-axle, six-tire single unit truck (SU) size or larger as defined by FHWA Standards, the applicant shall submit a truck hauling route that conforms to City of Del Mar Municipal Code or to the approval of the City Engineer. A letter from the applicant confirming the intention to use this hauling route shall be submitted to the Department of Public Works and the City Engineering Department, and approved, prior to the issuance of any City permits. All material hauling activities including but not limited to, adherence to the

approved route, hours of operation, staging of materials, dust control and street maintenance shall be the responsibility of the applicant. All storage and office trailers will be kept off the public right-of-way. Tracking of dirt onto City streets and walks will not be allowed. The applicant must provide an approved method of cleaning tires and trimming loads on-site. Any job-related dirt and/or debris that impacts the public right-of-way shall be removed immediately. No wash down of dirt into storm drains will be allowed. All material hauling activities shall be done in accordance with applicable City ordinances and conditions of approval. Violation of such may be cause for suspension of work.

**PW-25[Construction Worker Parking]**

The applicant shall provide a construction-parking plan that minimizes the effect of construction worker parking in the neighborhood and shall include an estimate of the number of workers that will be present on the site during the various phases of construction and indicate where sufficient off-street parking will be utilized and identify any locations for off-site material deliveries. Said plan shall be approved by the City prior to issuance of City permits and shall be enforced during construction. Failure to enforce the parking plan may result in suspension of the City permits.

**PW-26[Work within Right-of-Way]**

The applicant shall restrict hours of work for the use of heavy equipment for right-of-way improvements between the hours of 7AM to 7PM Monday -Friday and 9 AM- 7PM Saturdays, this includes the warmup of equipment. Sunday and City holiday work is prohibited. Additionally, the contractor shall:

- A) Any relocation or under grounding of SDG&E facilities or other utilities shall be done at the applicant's expense.
- B) All construction activities undertaken shall comply with the City's General Plan and Municipal Code. In cases of conflict between the City's Municipal Code, these standard conditions of approval, the governing priority shall be, to the extent legally permitted, as follows: 1) City's Municipal Code regulations; 2) City's General Plan; 3) Standard Conditions.
- C) No storage of trash cans or recycling bins shall be permitted within the public right-of-way.
- D) Pedestrian access along the street, property frontage, shall be maintained at all times unless material is being deliver to the site.

**PW-27[Street Cut Moratorium]**

The City of Del Mar places moratoriums on any street or alley that have been reconstructed or sealed. Moratoriums on streets and alleys are valid after construction is completed. The moratorium lasts for five years for a reconstruction and overlay project and three years for a surface treatment project (slurry/surface

seal). The moratorium list is updated as projects are completed. Applicants shall check City as to which streets have moratoriums.

**PW-28 [Jacking and boring]**

Required boring and jacking pits or shafts shall be excavated and maintained to the minimum dimension necessary to perform the operation. Said excavations shall be adequately barricaded, sheeted, braced and dewatered, as required in OSHA requirements. Boring and jacking pits will normally be no closer than five feet from the edge of pavement, or traveled way, with the permitting City having final determination of the required setback distance.

Any modifications, damages or detrimental consequences to the existing ground conditions, structures, facilities, or utilities as a result of the Contractor's Work shall be repaired and restored to its original condition as directed by the City at no additional cost to the owner.

Casing pipes crossing under railroads shall be located at suitable approved alignments in order to eliminate possible conflicts with existing or future utilities. For casing pipe crossings under railroads, the Contractor shall comply with the regulations of said authority in regard to design, specifications, and construction.

**Parking Conditions:**

**PE-1 [Abide by all Signage, Markings, and Vehicle Codes]**

The applicant agrees to park legally at all times unless specifically authorized in advance by the City of Del Mar. Any activity specifically approved must be adequately signed and monitored to ensure compliance with the encroachment permit and public safety.

- A) All corners, sight lines, intersections and traffic lanes must be kept free from obstruction
- B) Loading and unloading must occur actively and with minimal impact to traffic or pedestrians
- C) All vehicles must stay well clear of all public and private driveways (minimum of 5 feet)
- D) No parking that will obstruct bikes lanes or endanger pedestrians
- E) All vehicles will be currently registered with the state of California and display current tabs or temporary plates
- F) All vehicles must be in compliance with vehicle code regulations regarding proper lights and relevant safety equipment
- G) City meters must be paid, and time limits followed with no exceptions

Resolution 2025-XX  
Page 20 of 21

**Document Conditions:**

DC-1 [Certificate of Insurance]

The applicant/owner shall provide a Certificate of Insurance naming the City as an additional insured and specifying the amount is \$2 million per occurrence general liability requirement.

PASSED, APPROVED AND ADOPTED by the City Council of the City of Del Mar, California, at a Regular Meeting held on the 7<sup>th</sup> day of April 2025.

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Terry Gaasterland, Mayor  
City of Del Mar

**APPROVED AS TO FORM:**

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Leslie E. Devaney, City Attorney  
City of Del Mar

ATTEST AND CERTIFICATION:  
STATE OF CALIFORNIA  
COUNTY OF SAN DIEGO  
CITY OF DEL MAR

I, Sarah Krietor, Administrative Services Manager/City Clerk of the City of Del Mar, California, DO HEREBY CERTIFY, that the foregoing is a true and correct copy of Resolution No. 2025-XX, adopted by the City Council of the City of Del Mar, California, at a Regular Meeting held the 7<sup>th</sup> day of April 2025, by the following vote:

AYES:

NOES:

RECUSE:

ABSENT:

ABSTAIN:

---

Sarah Krietor, Administrative Services  
Manager/City Clerk  
City of Del Mar

**Exhibit 14-F Utility  
Agreements**

**UTILITY  
AGREEMENTS**

*SAN DIEGO ASSOCIATION OF GOVERNMENTS (SANDAG)*

**UTILITY AGREEMENT**

<b>County</b>	<b>Route</b>	<b>P.M.</b>	<b>Project #</b>
<b>San Diego</b>			
<b>Fed. Aid. No. FTACML-6066(220)</b>			
<b>Owner's File: SANDAG CIP No. 1239813 &amp; 1239822</b>			
<b>FEDERAL PARTICIPATION: On the Project: Yes</b>			
<b>On the Utilities: No</b>			

**UTILITY AGREEMENT NO. 243.26-972-PL-DM and 243.26-985-PL-DM**

The San Diego Association of Governments (SANDAG) hereinafter "LOCAL AGENCY" proposes to relocate a 15" sewer line and 10" water line to 28<sup>th</sup> Street, in City of Del Mar, San Diego County, California.

And: *City of Del Mar*

hereinafter called "OWNER," owns and maintains sewer and water facilities; within the limits of LOCAL AGENCY's project that requires relocation of said facilities to accommodate LOCAL AGENCY's project.

It is hereby mutually agreed that:

**I. WORK TO BE DONE:**

In accordance with Notice to Owner No. \_\_\_\_\_ dated \_\_\_\_\_, LOCAL AGENCY shall relocate OWNER's sewer and water as shown on LOCAL AGENCY's contract plans for the improvement of the San Dieguito Double Track & Special Events Platform Project, which Sewer & Water Relocation Plans are attached hereto as Exhibit "A" and by this reference are made a part hereof ("Plans"). OWNER hereby acknowledges review of LOCAL AGENCY's Plans for work and agrees to the construction in the manner proposed and by LOCAL AGENCY adhering to construction industry best practice standards.

Deviations from the Plans described above initiated by either the LOCAL AGENCY or the OWNER, shall be agreed upon by both parties hereto under a written Revised Notice to Owner. Such Revised Notices to OWNER, approved by the LOCAL AGENCY and agreed to and acknowledged by the OWNER, will constitute an approved revision of the Plans described above and are hereby made a part hereof. No work under said

deviation shall commence prior to written agreement and execution by the OWNER of the Revised Notice to OWNER. Changes in the scope of the work will require an amendment to this Agreement in addition to the revised Notice to OWNER. OWNER shall have the right to inspect the work during all phases of construction. Upon completion of the work by LOCAL AGENCY, OWNER agrees to accept ownership and maintenance of the constructed facilities that conform to the OWNER's requirements and relinquishes and abandons the replaced facilities.

## II. LIABILITY FOR WORK AND INDEMNIFICATION

LOCAL AGENCY shall, to the fullest extent permitted by law, hold harmless, protect, defend (with counsel approved by the OWNER) and indemnify the OWNER, the OWNERS' City Council, its members, Commissioners, Boards and each member thereof, its officers, agents, employees, representatives, and their successors and assigns, from and against any and all losses, liabilities, claims, suit damage, expenses and costs, including reasonable attorney's fees and costs, and expert costs and investigation expenses ("Claims"), which are directly caused by LOCAL AGENCY'S performance under this Agreement or any negligent or wrongful act or omission associated with the construction of the Project by LOCAL AGENCY, its officers, employees, representatives, subcontractors, or agents, regardless of whether or not such claim, loss or liability is caused in part by a party indemnified hereunder. The LOCAL AGENCY shall have no obligation, however, to defend or indemnify the OWNER if it is determined by a court of competent jurisdiction that such Claim was caused by the negligence or willful misconduct of OWNER.

Existing facilities are located in their present position pursuant to rights of the OWNER and will be relocated at LOCAL AGENCY's sole expense in accordance with the Plans. All existing licenses, encroachments, or other agreements between OWNER and North County Transit District ("NCTD") shall remain in effect unless otherwise agreed to between OWNER and NCTD.

## III. PERFORMANCE OF WORK

OWNER shall have access to all phases of the relocation work to be performed by LOCAL AGENCY, as described in Section I above, for the purpose of inspection to ensure that the work is in accordance with the specifications contained in the Plans; however, all questions regarding the work being performed will be directed to LOCAL AGENCY's Resident Engineer for their evaluation and to resolve any dispute in the interest of both parties.

## IV. PAYMENT FOR WORK

The LOCAL AGENCY shall perform the work under Section I above at no expense to OWNER except as agreed to by amendment to this agreement.

**V. GENERAL CONDITIONS**

Upon completion of the work to be done by LOCAL AGENCY in accordance with the above-mentioned Plans, the new facilities shall become the property of OWNER, and OWNER shall have the rights in accordance with the agreements with NCTD in the new location.

IN WITNESS WHEREOF, the above parties have executed this Agreement the day and year above written.

**SAN DIEGO ASSOCIATION OF GOVERNMENTS**

**CITY OF DEL MAR**

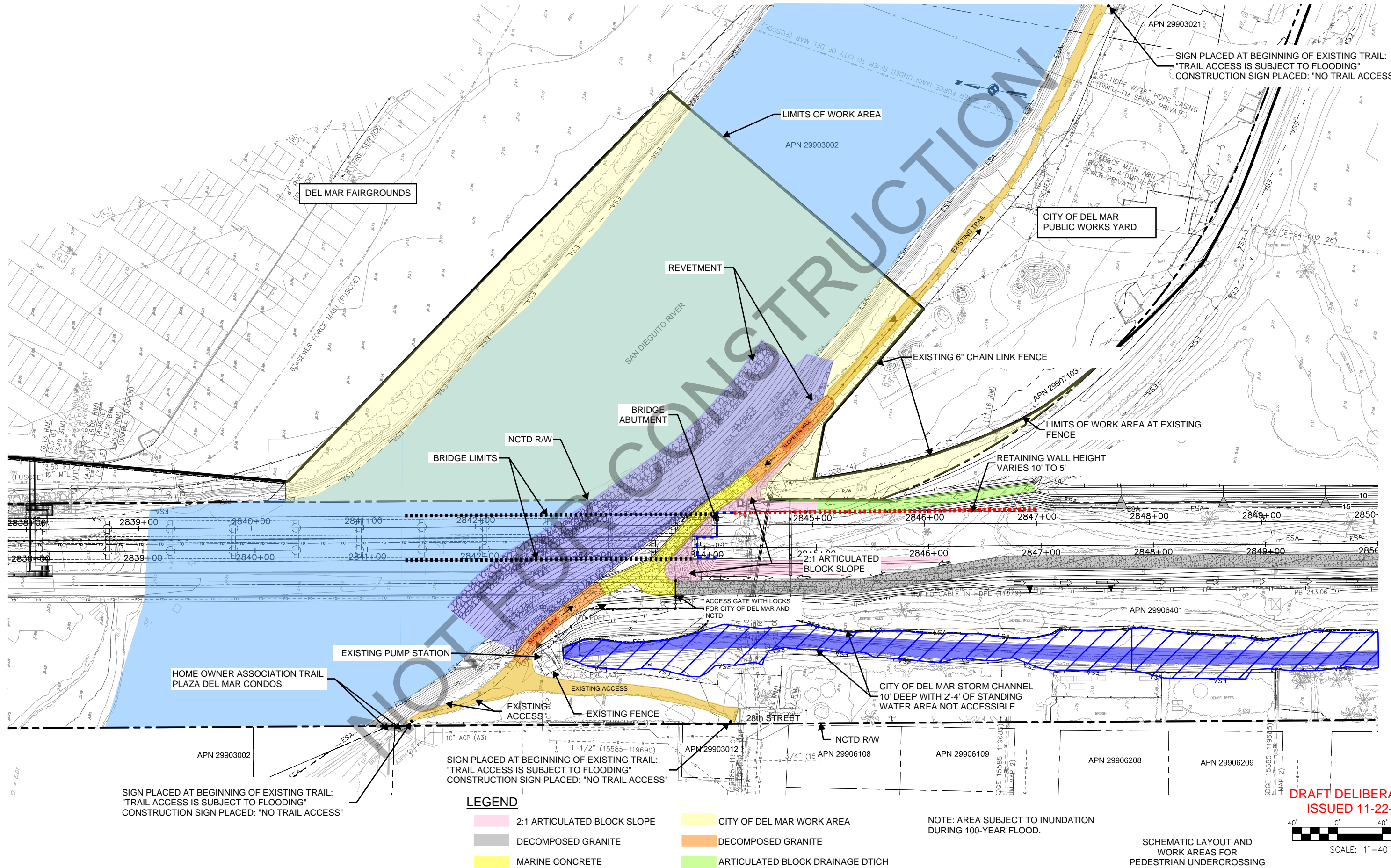
By: \_\_\_\_\_  
DAVID CORTEZ, PE  
DIRECTOR OF ENGINEERING & CONSTRUCTION

By: \_\_\_\_\_  
ASHLEY JONES  
CITY MANAGER

Date: \_\_\_\_\_

Date: \_\_\_\_\_

**Distribution:** 1) Owner, 2) Utility Coordinator, 3) DLAE –File, 4) District Utility Coordinator – File



SIGN PLACED AT BEGINNING OF EXISTING TRAIL:  
"TRAIL ACCESS IS SUBJECT TO FLOODING"  
CONSTRUCTION SIGN PLACED: "NO TRAIL ACCESS"

SIGN PLACED AT BEGINNING OF EXISTING TRAIL:  
"TRAIL ACCESS IS SUBJECT TO FLOODING"  
CONSTRUCTION SIGN PLACED: "NO TRAIL ACCESS"

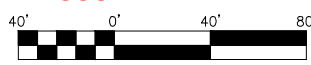
**LEGEND**

- 2:1 ARTICULATED BLOCK SLOPE
- DECOMPOSED GRANITE
- MARINE CONCRETE
- CITY OF DEL MAR WORK AREA
- DECOMPOSED GRANITE
- ARTICULATED BLOCK DRAINAGE DTICH

NOTE: AREA SUBJECT TO INUNDATION DURING 100-YEAR FLOOD.

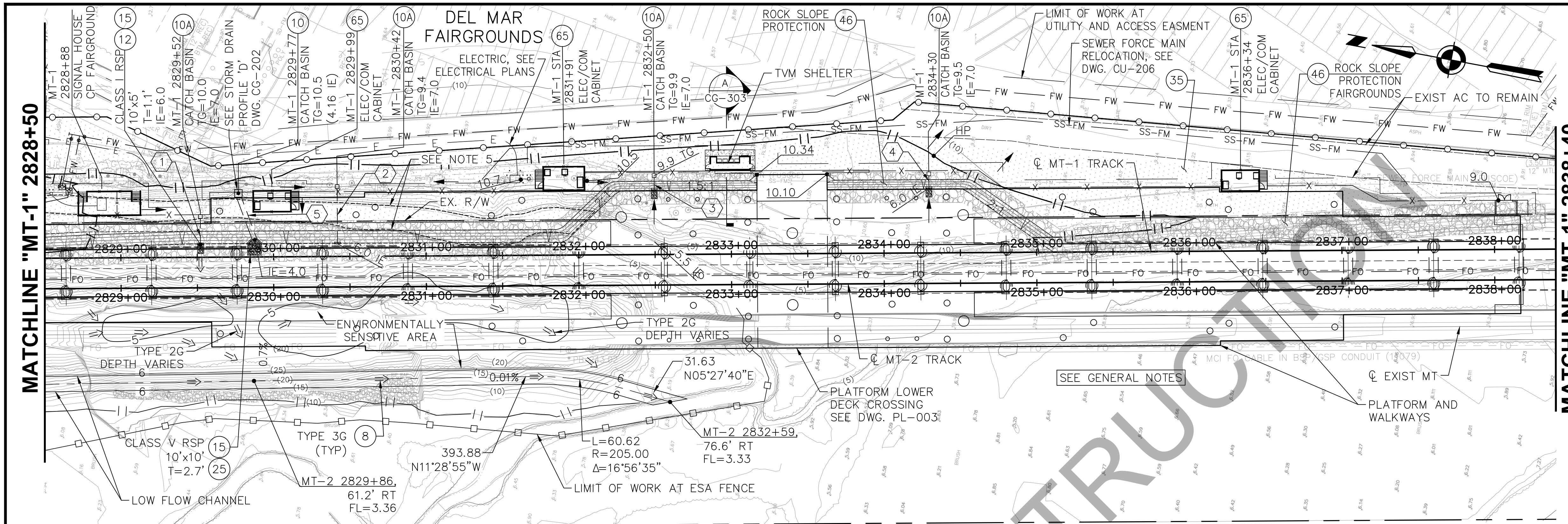
SCHMATIC LAYOUT AND WORK AREAS FOR PEDESTRIAN UNDERCROSSING

**DRAFT DELIBERATIVE  
ISSUED 11-22-24**

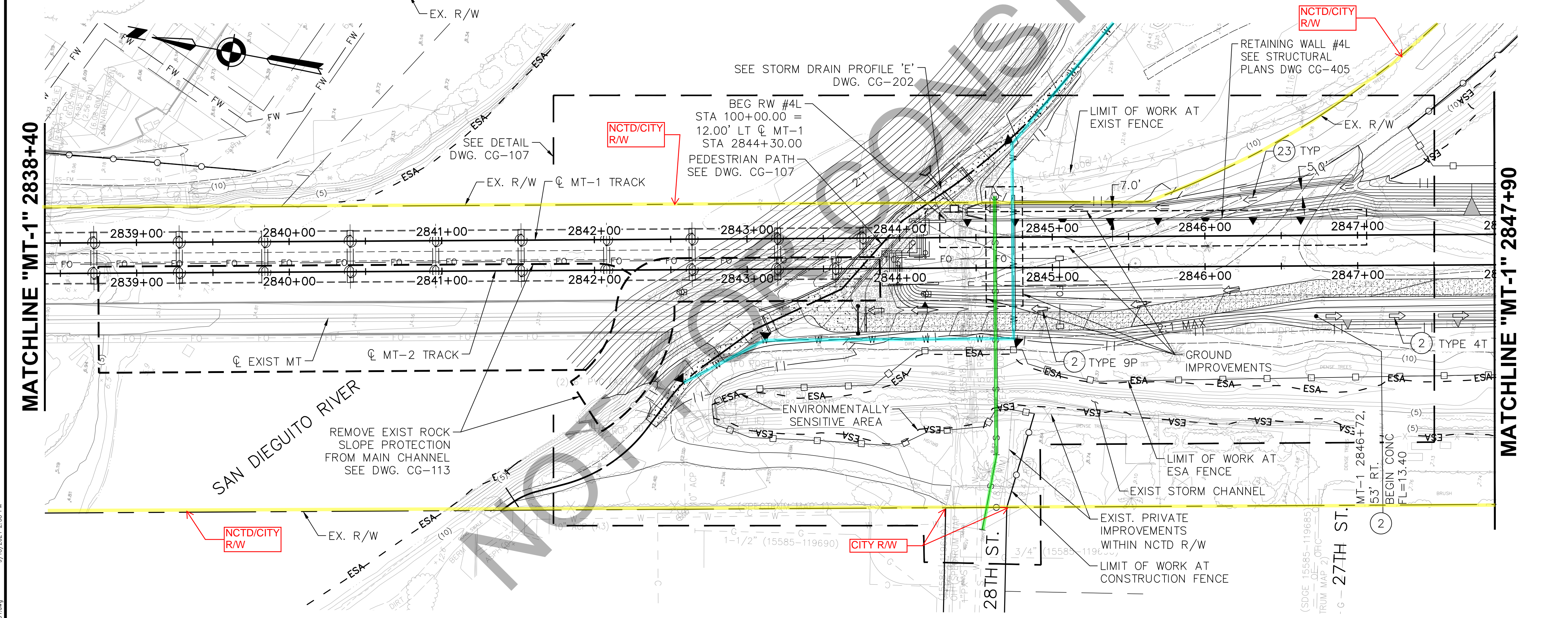


FOR REDUCED PLANS ORIGINAL SCALE IS IN INCHES  
3  
2  
1  
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100% DESIGN — NOT FOR CONSTRUCTION



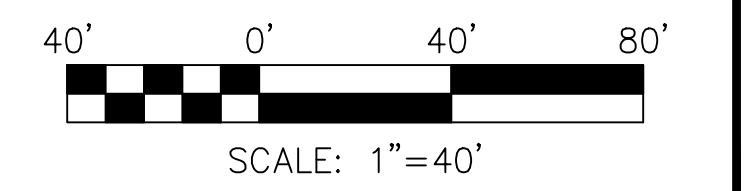
- NOTES**
- (2) FURNISH AND INSTALL DRAINAGE DITCH, SEE DETAIL 1, DWG CG-302, SEE TYPICAL SECTIONS FOR SIZE, TYPE AND LOCATIONS.
  - (8) CONSTRUCT GRADED EARTH DITCH, SEE DETAIL 1, DWG CG-302, TYPICAL SECTIONS FOR SIZE, TYPE AND LOCATIONS.
  - (10) FURNISH AND INSTALL CATCH BASIN TYPE G-2, RSD D-08.
  - (10A) FURNISH AND INSTALL PRECAST 24"x24" CATCH BASIN, SEE DETAIL 2, DWG CG-303.
  - (12) FURNISH AND INSTALL STRAIGHT HEADWALL - TYPE 'A', RSD D-30.
  - (15) FURNISH AND INSTALL RIP RAP ENERGY DISSIPATOR PER RSD D-40, WITH FILTER FABRIC.
  - (23) CONSTRUCT ARTICULATED BLOCK DITCH, SEE SECTION C, DWG CG-301.
  - (25) FURNISH AND INSTALL WING WALL TYPE HEADWALL, RSD D-34.
  - (35) CONSTRUCT 6" DECOMPOSED GRANITE SURFACE (DG)
  - (46) SLOPE PROTECTION, SEE DWG CG-301.
  - (65) UTILITY CABINET RISE, SEE PLATFORM PLANS, DWG PL-006, PL-007, AND PL-013 FOR DETAILS.



**STORM DRAIN DATA TABLE**

#	LENGTH	BEARING	DESCRIPTION
1	17.10'	N79°05'00"E	8" PVC
2	36.16'	N79°05'00"E	8" PVC
3	8.04'	N79°05'00"E	8" PVC
4	8.07'	N79°05'07"E	8" PVC
5	29.99'	N59°00'47"E	36" RCP CLASS III (D 2000)

- GENERAL NOTES**
1. SEE DWGS CU-101 THRU CU-114, CU-201 THRU CU-203 AND CU-208 FOR UTILITY PLAN AND CONSTRUCTION NOTES.
  2. SEE DWG CT-001 THRU CT-350 FOR TRACK GEOMETRY, PLANS, PROFILE, AND SECTIONS.
  3. SEE DWG CG-401 THRU CG-409 FOR RETAINING WALL STRUCTURAL PLAN, PROFILE AND DETAILS.
  4. LIMIT OF WORK DEFINED BY EXISTING FENCE, CONSTRUCTION FENCE AND ESA FENCE AS NOTED ON DWGS CS-003, CS-004, PIF-001 AND PIF-002.
  5. FOR WORK RESTRICTIONS IN THIS AREA SEE DWGS CS-001 TO CS-004, RW-001 AND RW-002.
  6. SEE DWG. PL-002 & PL-003 FOR PLATFORM GRADING.
  7. SEE DWG CT-330 THRU CT-333 FOR GRAVEL AND GEOGRID STABILIZATION MAT.
  8. RSP REVETMENT AND GRAVEL STABILIZATION MATS TO BE INSTALLED AFTER PILE INSTALLATION. REMOVE EXISTING RSP WHERE NEEDED TO INSTALL PILES.



NO.	DATE	REVISIONS	BY	CHK	APRV

**HNTB**  
 401 B Street  
 Suite 301  
 San Diego, CA 92101

DESIGNED BY  
G. SHAW  
 DRAWN BY  
M. COOPER  
 CHECKED BY  
P. MCCOLL  
 SANDAG  
A. ANDERSON

DATE  
09/24  
09/24  
09/24  
09/24

**SANDAG**

**NORTH COUNTY TRANSIT DISTRICT**

**SAN DIEGUITO RIVER BRIDGE REPLACEMENT,  
DOUBLE TRACK AND SPECIAL EVENTS PLATFORM**

GRADING AND DRAINAGE PLAN  
 MT-1 STA 2828+50 TO MT-1 STA 2847+90

SCALE 1"=40'
SANDAG CONTRACT NO. 5007812
DRAWING NO. SHEET NO. CG-104

9/18/2024 2:38 PM  
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FOR REDUCED PLANS ORIGINAL SCALE IS IN INCHES

100% DESIGN - NOT FOR CONSTRUCTION

NO. DATE REVISIONS BY CHK APRV

PEDESTRIAN TRAIL DATA TABLE

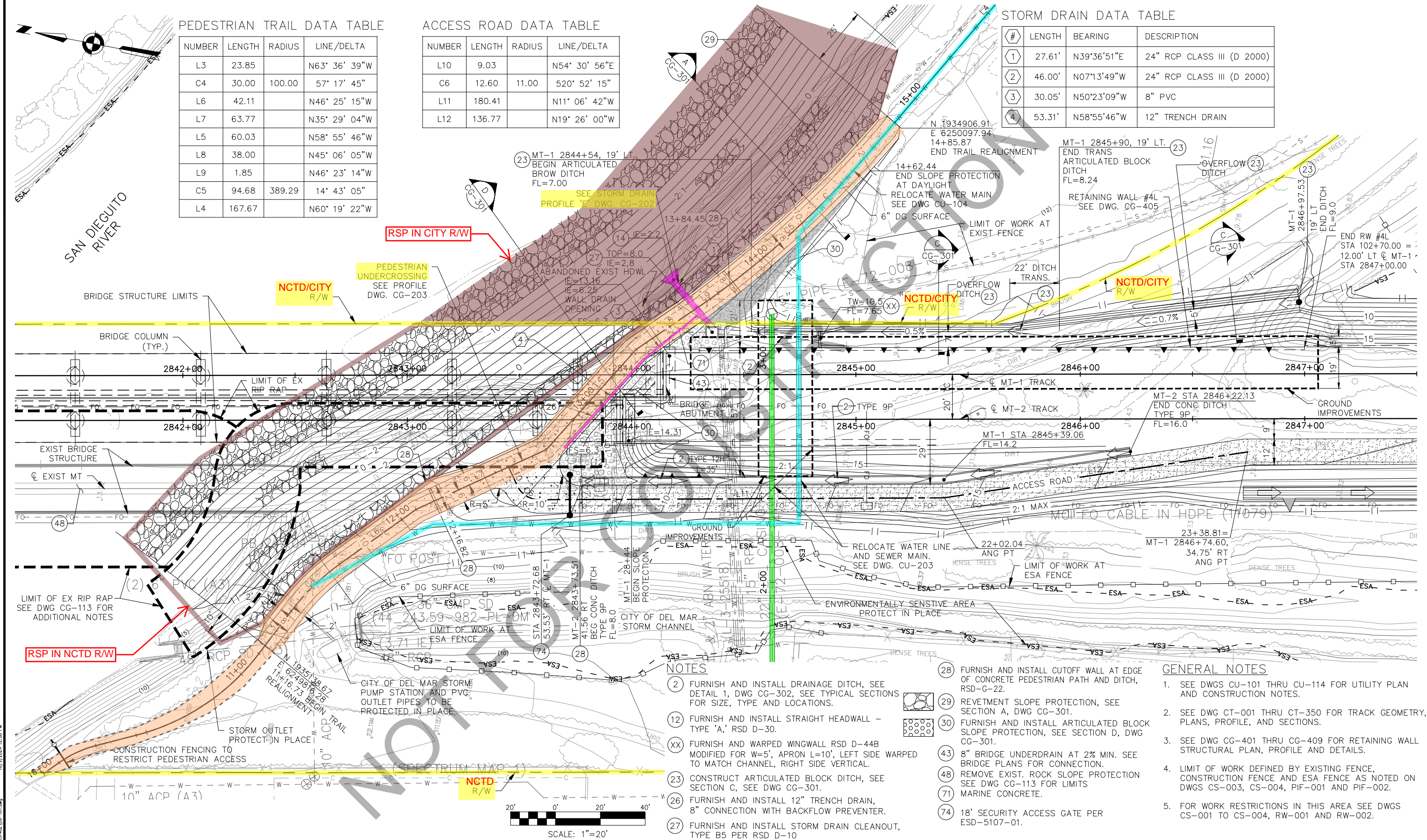
NUMBER	LENGTH	RADIUS	LINE/Delta
L3	23.85		N63° 36' 39"W
C4	30.00	100.00	57° 17' 45"
L6	42.11		N46° 25' 15"W
L7	63.77		N35° 29' 04"W
L5	60.03		N58° 55' 46"W
L8	38.00		N45° 06' 05"W
L9	1.85		N46° 23' 14"W
C5	94.68	389.29	14° 43' 05"
L4	167.67		N60° 19' 22"W

ACCESS ROAD DATA TABLE

NUMBER	LENGTH	RADIUS	LINE/Delta
L10	9.03		N54° 30' 56"E
C6	12.60	11.00	520° 52' 15"
L11	180.41		N11° 06' 42"W
L12	136.77		N19° 26' 00"W

STORM DRAIN DATA TABLE

#	LENGTH	BEARING	DESCRIPTION
1	27.61'	N39°36'51"E	24" RCP CLASS III (D 2000)
2	46.00'	N07°13'49"W	24" RCP CLASS III (D 2000)
3	30.05'	N50°23'09"W	8" PVC
4	53.31'	N58°55'46"W	12" TRENCH DRAIN



NOTES

- (2) FURNISH AND INSTALL DRAINAGE DITCH, SEE DETAIL 1, DWG CG-302, SEE TYPICAL SECTIONS FOR SIZE, TYPE AND LOCATIONS.
- (12) FURNISH AND INSTALL STRAIGHT HEADWALL - TYPE 'A,' RSD D-30.
- (XX) FURNISH AND WARPED WINGWALL RSD D-44B MODIFIED FOR W=5', APRON L=10', LEFT SIDE WARPED TO MATCH CHANNEL, RIGHT SIDE VERTICAL.
- (23) CONSTRUCT ARTICULATED BLOCK DITCH, SEE SECTION C, SEE DWG CG-301.
- (26) FURNISH AND INSTALL 12" TRENCH DRAIN, 8" CONNECTION WITH BACKFLOW PREVENTER.
- (27) FURNISH AND INSTALL STORM DRAIN CLEANOUT, TYPE B5 PER RSD D-10.

- (28) FURNISH AND INSTALL CUTOFF WALL AT EDGE OF CONCRETE PEDESTRIAN PATH AND DITCH, RSD-G-22.
- (29) REVETMENT SLOPE PROTECTION, SEE SECTION A, DWG CG-301.
- (30) FURNISH AND INSTALL ARTICULATED BLOCK SLOPE PROTECTION, SEE SECTION D, DWG CG-301.
- (43) 8" BRIDGE UNDERDRAIN AT 2% MIN. SEE BRIDGE PLANS FOR CONNECTION.
- (48) REMOVE EXIST. ROCK SLOPE PROTECTION SEE DWG CG-113 FOR LIMITS
- (71) MARINE CONCRETE.
- (74) 18' SECURITY-ACCESS GATE PER ESD-5107-01.

GENERAL NOTES

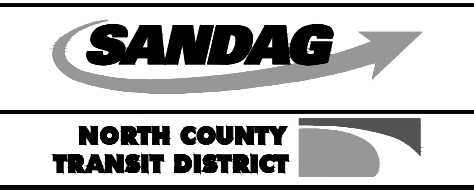
1. SEE DWGS CU-101 THRU CU-114 FOR UTILITY PLAN AND CONSTRUCTION NOTES.
2. SEE DWG CT-001 THRU CT-350 FOR TRACK GEOMETRY, PLANS, PROFILE, AND SECTIONS.
3. SEE DWG CG-401 THRU CG-409 FOR RETAINING WALL STRUCTURAL PLAN, PROFILE AND DETAILS.
4. LIMIT OF WORK DEFINED BY EXISTING FENCE, CONSTRUCTION FENCE AND ESA FENCE AS NOTED ON DWGS CS-003, CS-004, PIF-001 AND PIF-002.
5. FOR WORK RESTRICTIONS IN THIS AREA SEE DWGS CS-001 TO CS-004, RW-001 AND RW-002.

NO.	DATE	REVISIONS	BY	CHK	APRV

**HNTB**  
 401 B Street  
 Suite 301  
 San Diego, CA 92101



DESIGNED BY  
G. SHAW  
 DRAWN BY  
M. COOPER  
 CHECKED BY  
P. MCCOLL  
 SANDAG  
A. ANDERSON



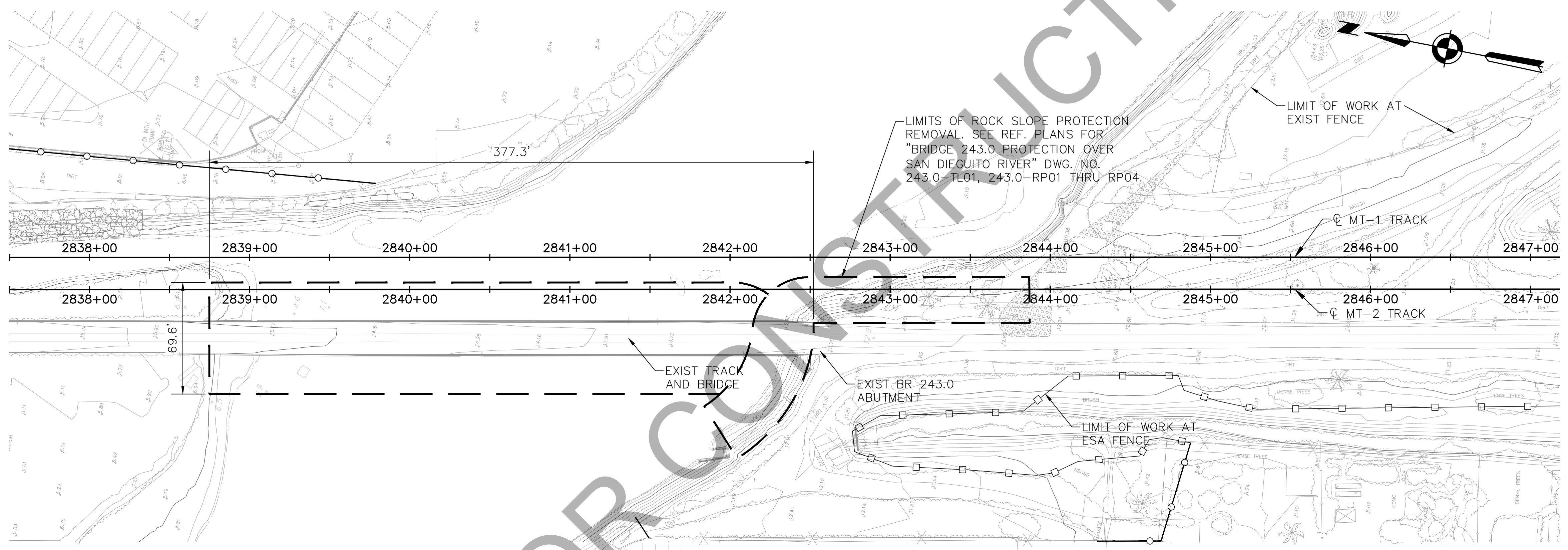
SAN DIEGUITO RIVER BRIDGE REPLACEMENT,  
 DOUBLE TRACK AND SPECIAL EVENTS PLATFORM

SOUTH ABUTMENT DETAIL  
 PEDESTRIAN UNDERCROSSING

SCALE	1"=20'
SANDAG CONTRACT NO.	5007812
DRAWING NO.	CG-107
SHEET NO.	93

FOR REDUCED PLANS ORIGINAL SCALE IS IN INCHES

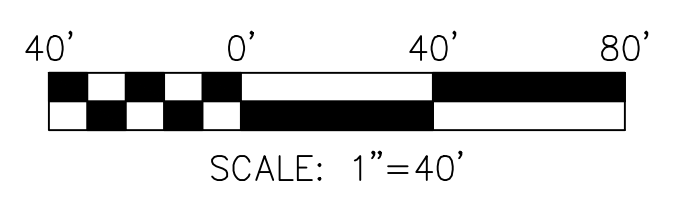
100% DESIGN — NOT FOR CONSTRUCTION



PLAN  
SCALE 1"=40'

NOTES

1. THE EXISTING RAIL BRIDGE RSP SHALL NOT BE REMOVED UNTIL TRAINS ARE SHIFTED TO THE NEW BRIDGE.
2. EXIST. RSP MAY BE REUSED IF IN CONFORMANCE WITH THE RSP SPECIFICATION.



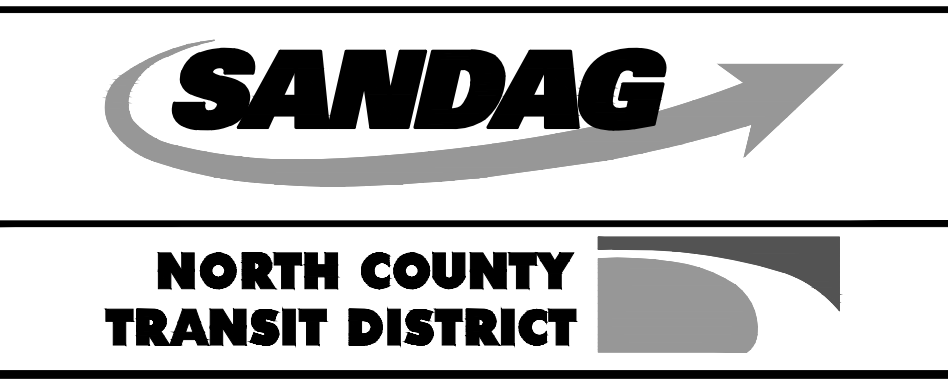
c:\voaddb\hwy\west\_csl\0031482\CG-113.dwg 9/17/2024 4:25 PM

NO.	DATE	REVISIONS	BY	CHK	APRV

**HNTB** 401 B Street  
Suite 301  
San Diego, CA 92101



DESIGNED BY G. SHAW	DATE 09/24
DRAWN BY M. COOPER	DATE 09/24
CHECKED BY P. MCCOLL	DATE 09/24
SANDAG A. ANDERSON	DATE 09/24



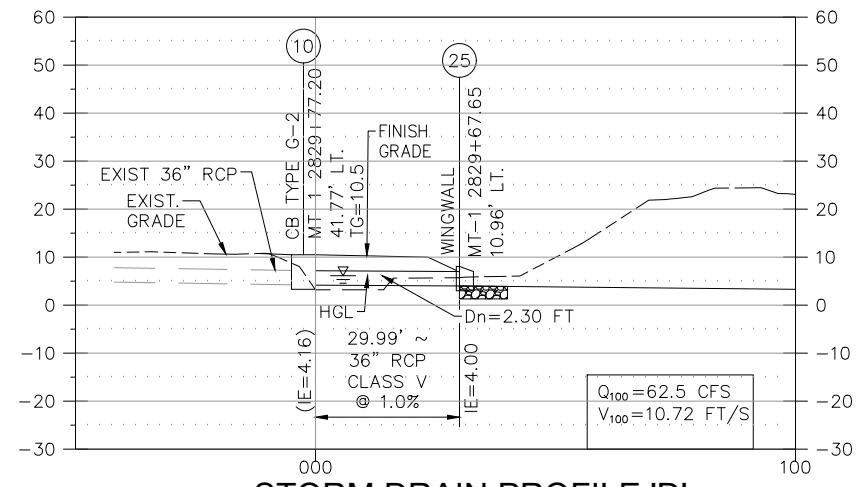
SAN DIEGUITO RIVER BRIDGE REPLACEMENT,  
DOUBLE TRACK AND SPECIAL EVENTS PLATFORM

EXISTING ROCK SLOPE PROTECTION REMOVAL

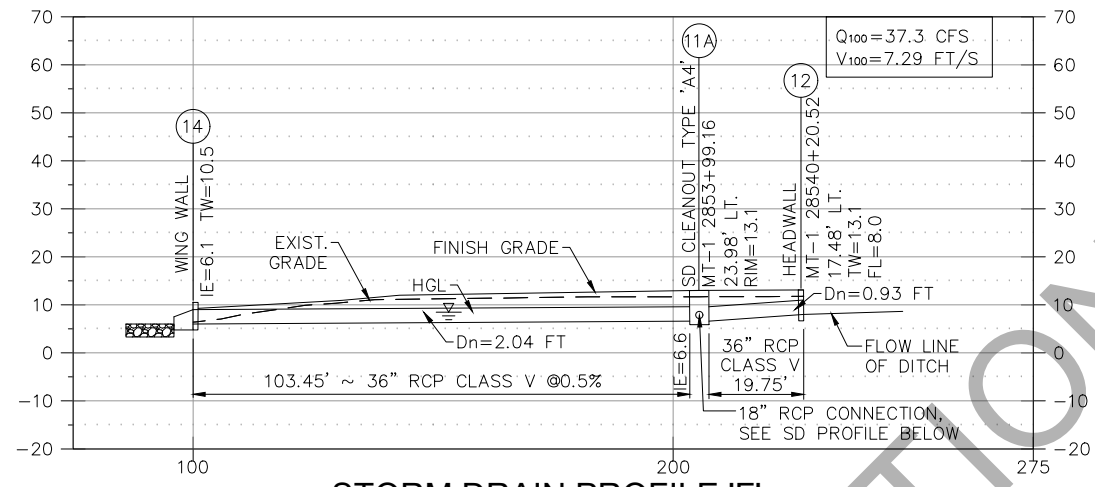
SCALE AS SHOWN	
SANDAG CONTRACT NO. 5007812	
DRAWING NO. CG-113	SHEET NO.

FOR REDUCED PLANS ORIGINAL SCALE IS IN INCHES

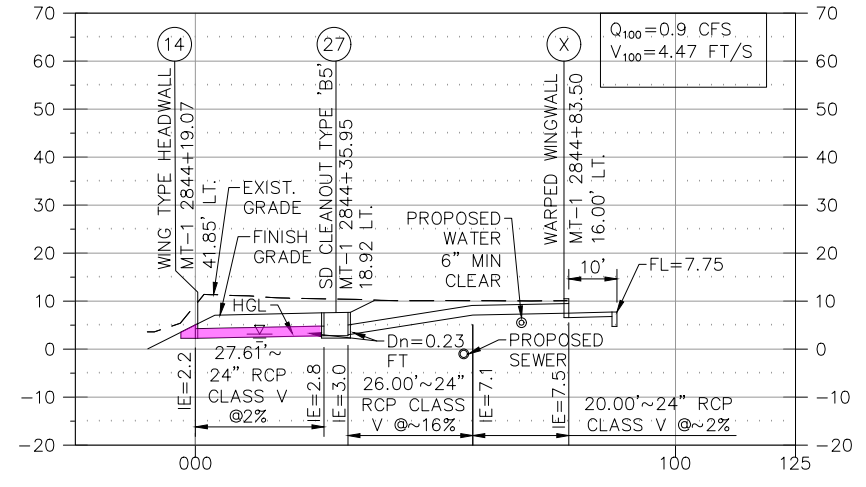
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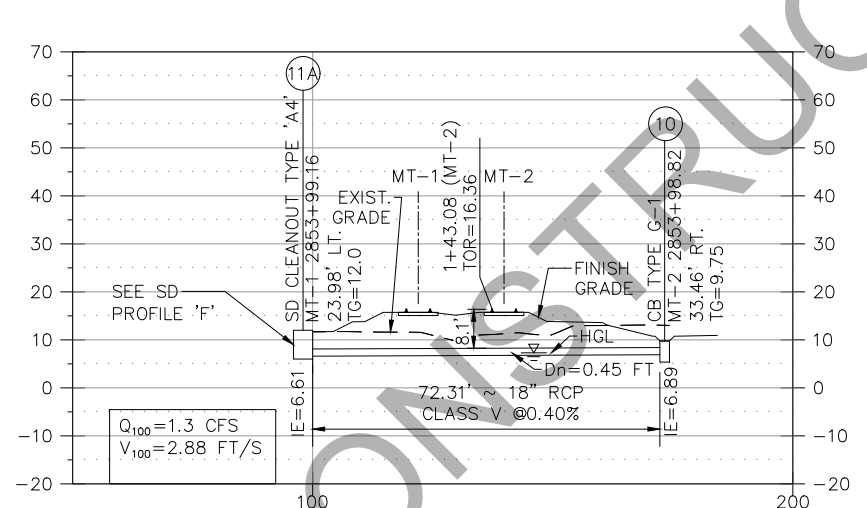
**STORM DRAIN PROFILE 'D'**  
© DEL MAR FAIRGROUNDS



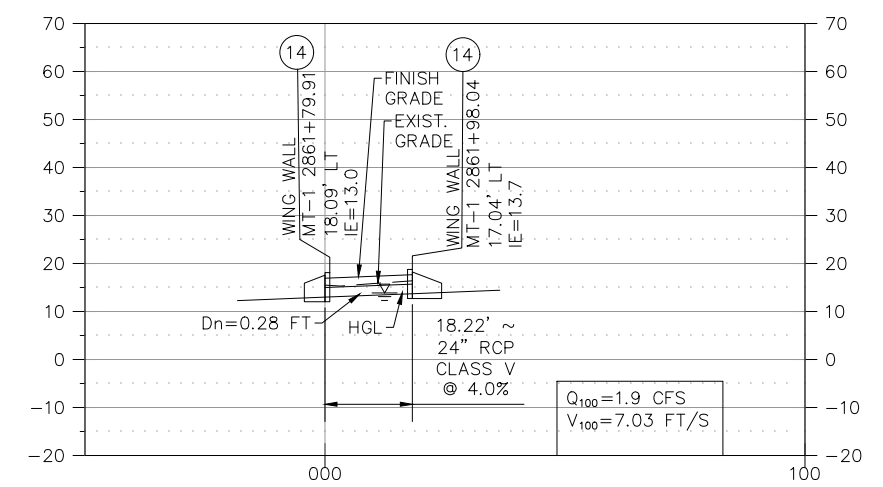
**STORM DRAIN PROFILE 'F'**  
© DEL MAR WYE



**STORM DRAIN PROFILE 'E'**  
© SOUTH ABUTMENT



**STORM DRAIN PROFILE 'G'**  
© DEL MAR WYE

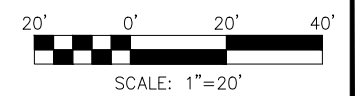


**STORM DRAIN PROFILE 'H'**  
© ACCESS ROAD AT JIMMY DURANTE BLVD

**NOTES**

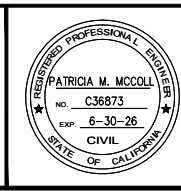
- ⑩ FURNISH AND INSTALL CATCH BASIN TYPE G-1, RSD D-08.
- ⑪A FURNISH AND INSTALL STORM DRAIN CLEANOUT - TYPE 'A4,' RSD D-09.
- ⑫ FURNISH AND INSTALL STRAIGHT HEADWALL - TYPE 'A,' RSD D-30.
- (X) FURNISH AND INSTALL WARPED WINGWALL, RSD D-44B MODIFIED FOR W=5', APRON L=10, LEFT SIDE WARPED TO MATCH CHANNEL, RIGHT SIDE VERTICAL.
- ⑫5 FURNISH AND INSTALL WING WALL, RSD D-34, MATCH DITCH OUTLET. MODIFIED W=4'-0".
- ⑫7 FURNISH AND INSTALL STORM DRAIN CLEANOUT, TYPE B PER RSD D-10.

NOT FOR CONSTRUCTION

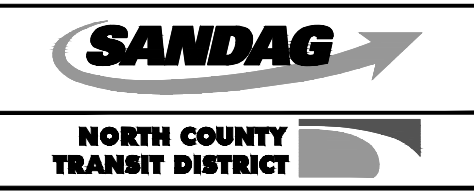


NO.	DATE	REVISIONS	BY	CHK	APRV

**HNTB**  
401 B Street  
Suite 301  
San Diego, CA 92101



DESIGNED BY G. SHAW	DATE 09/24
DRAWN BY M. COOPER	DATE 09/24
CHECKED BY P. MCCOLL	DATE 09/24
SANDAG A. ANDERSON	DATE 09/24



SAN DIEGUITO RIVER BRIDGE REPLACEMENT,  
DOUBLE TRACK AND SPECIAL EVENTS PLATFORM

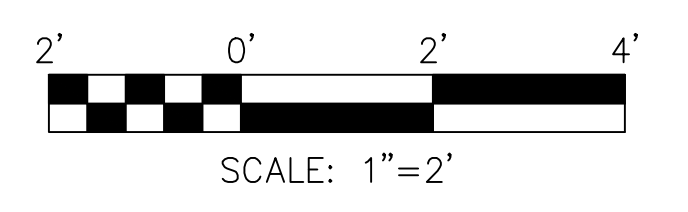
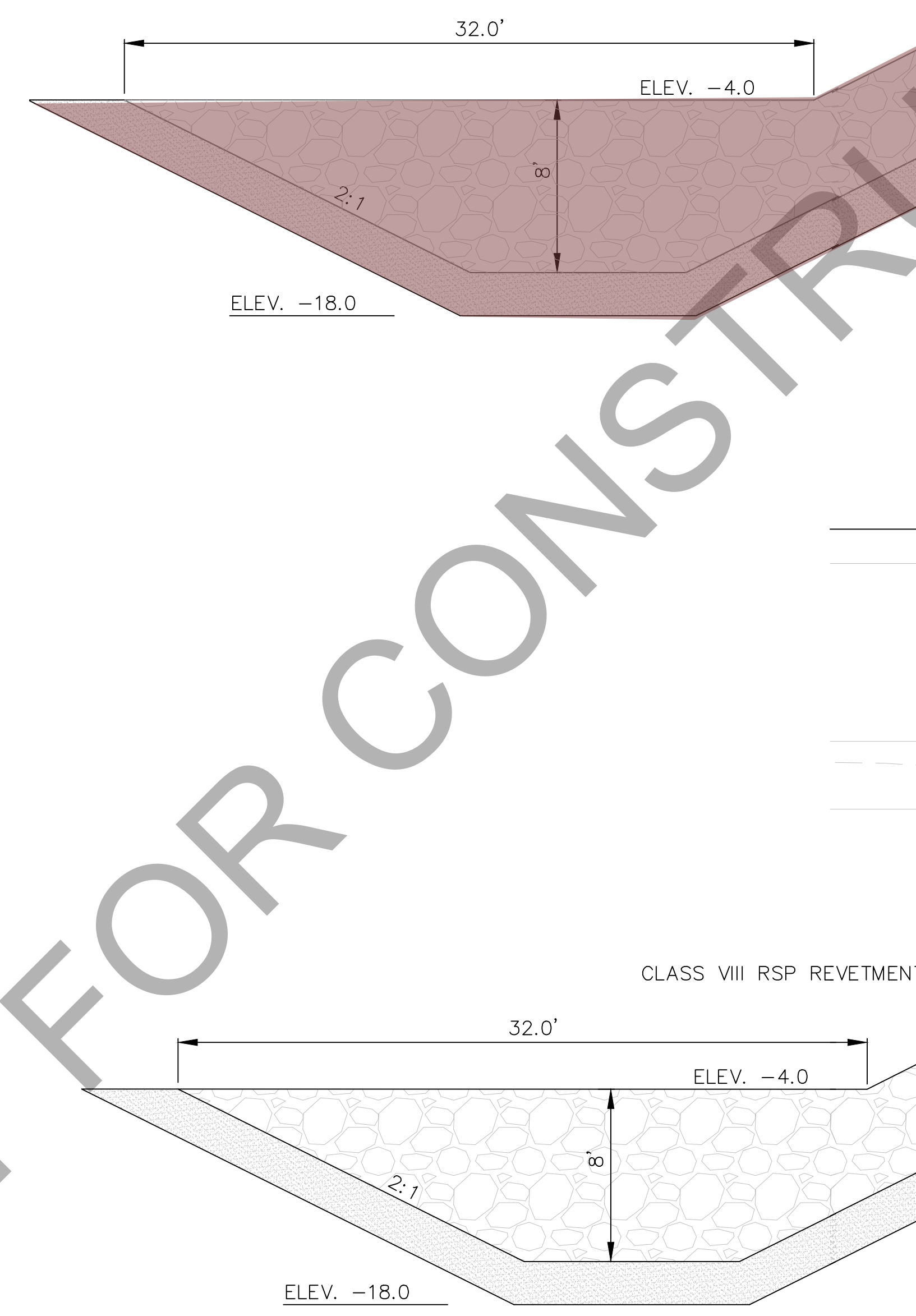
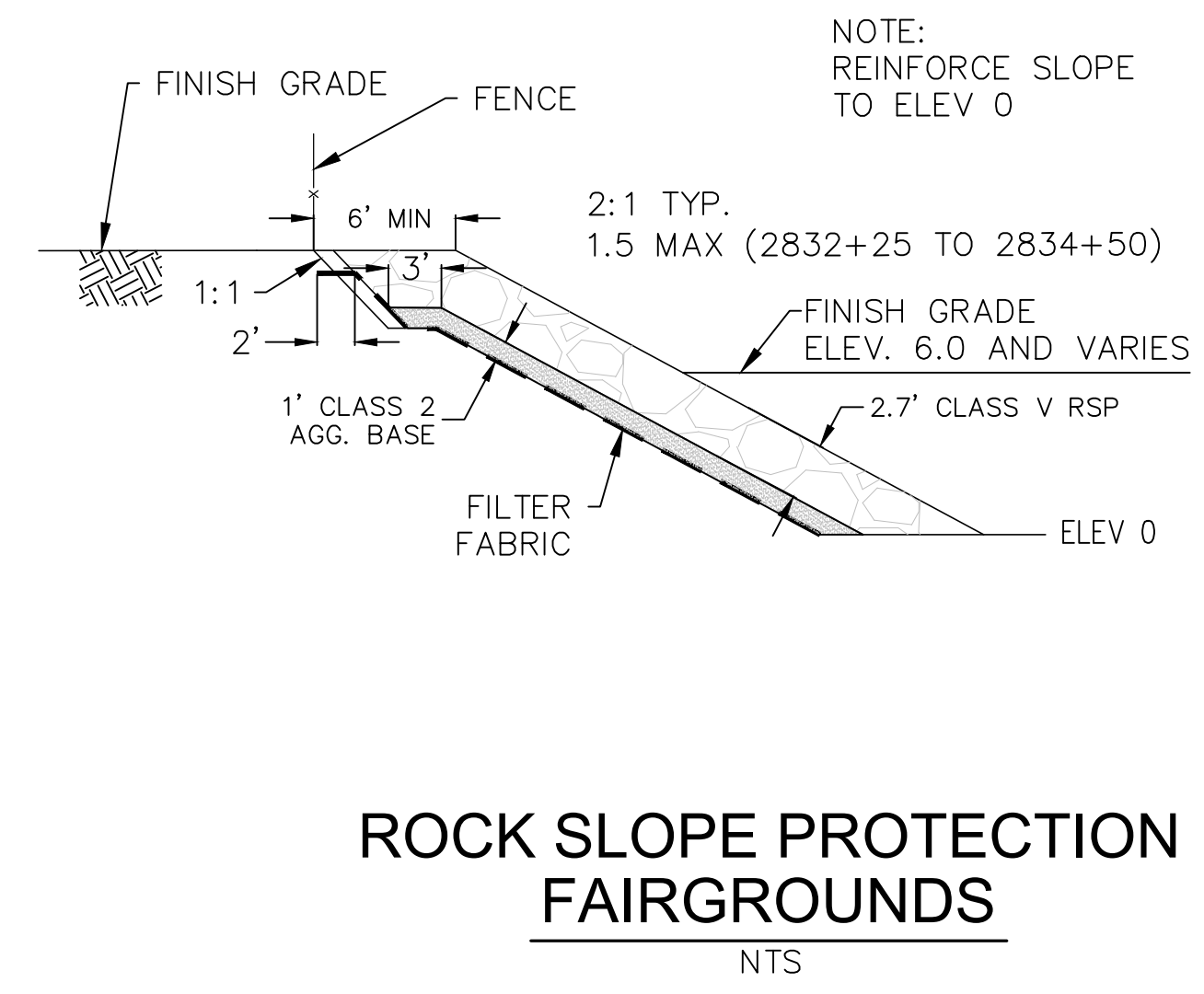
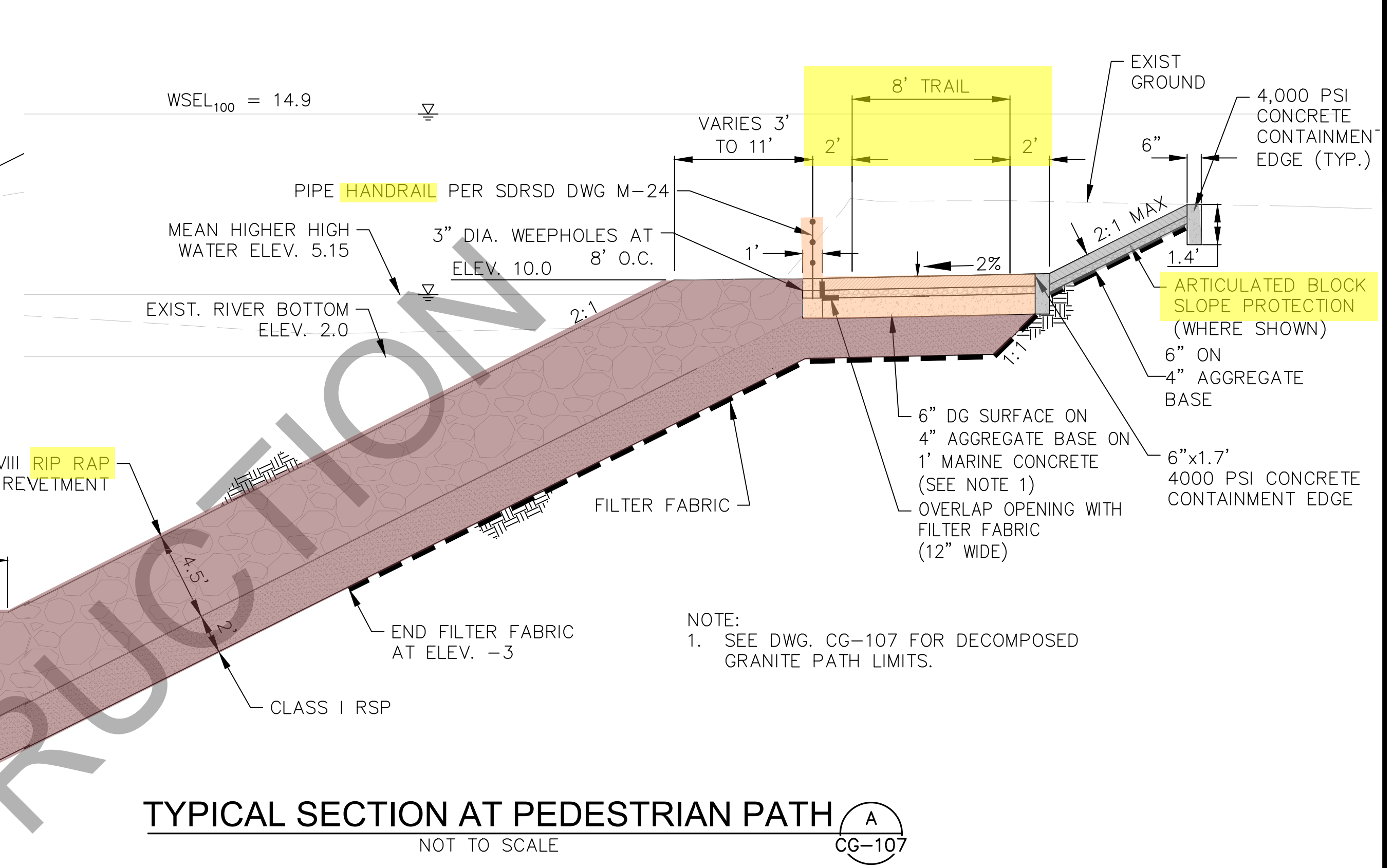
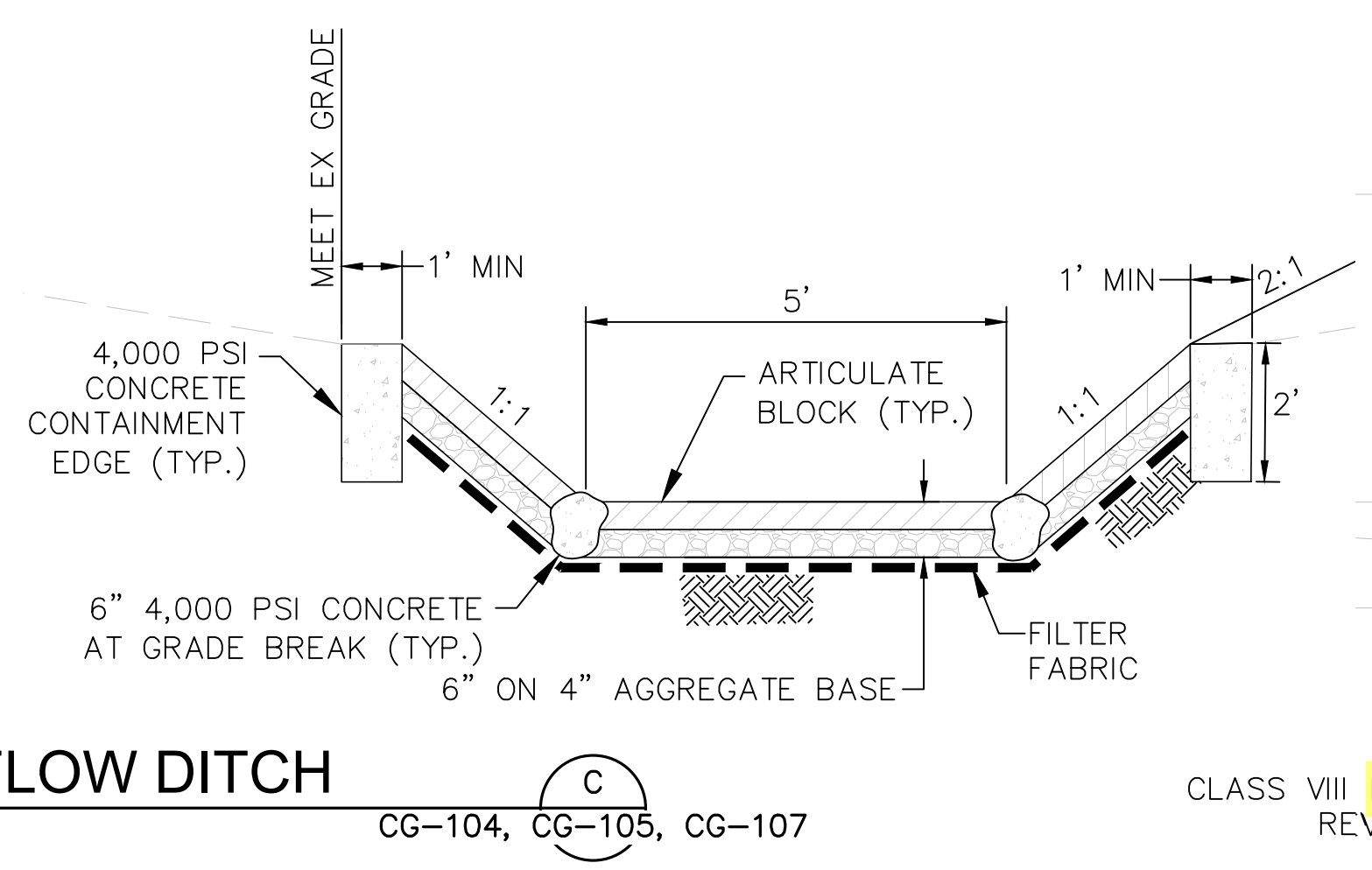
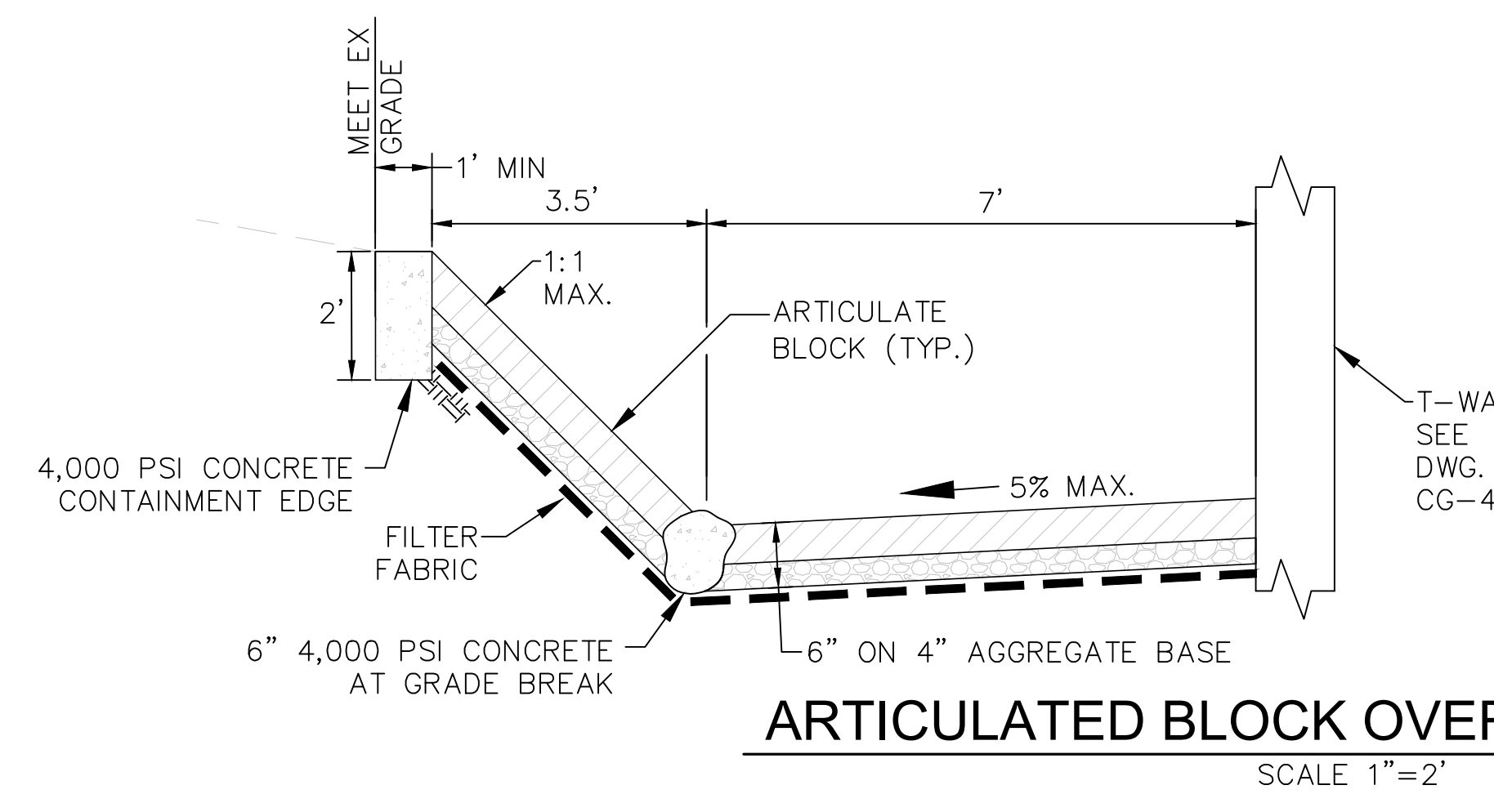
**STORM DRAIN PROFILES**

SCALE HORZ: 1"=20' VERT: 1"=20'
SANDAG CONTRACT NO. <b>5007812</b>
DRAWING NO. CG-202
SHEET NO. 101



FOR REDUCED PLANS ORIGINAL SCALE IS IN INCHES

100% DESIGN — NOT FOR CONSTRUCTION



9/18/2024 6:13 AM

NOT FOR CONSTRUCTION

NO.	DATE	REVISIONS	BY	CHK	APRV

**HNTB**  
401 B Street  
Suite 301  
San Diego, CA 92101

DESIGNED BY G. SHAW	DATE 09/24
DRAWN BY M. COOPER	DATE 09/24
CHECKED BY P. MCCOLL	DATE 09/24
SANDAG A. ANDERSON	DATE 09/24

**SANDAG**

**NORTH COUNTY TRANSIT DISTRICT**

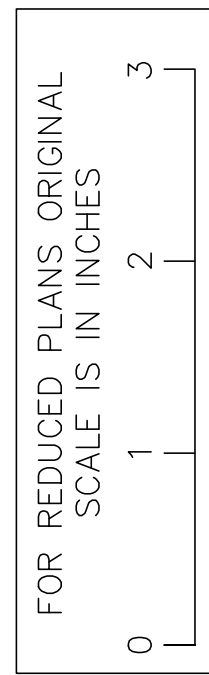
**SAN DIEGUITO RIVER BRIDGE REPLACEMENT,  
DOUBLE TRACK AND SPECIAL EVENTS PLATFORM**

**GRADING AND DRAINAGE DETAILS  
SHEET 1 OF 4**

SCALE AS SHOWN
SANDAG CONTRACT NO. <b>5007812</b>
DRAWING NO. CG-301
SHEET NO.

GENERAL NOTES

- 1. ENCROACHMENT PERMIT. AN ENCROACHMENT SHALL BE OBTAINED FROM THE CITY OF DEL MAR, OFFICE OF THE CITY MANAGER, PRIOR TO PERFORMING ANY WORK WITHIN THE PUBLIC RIGHT-OF-WAY
2. MINIMUM COMPACTION REQUIREMENTS. ALL FILL MATERIALS SHALL BE COMPACTED TO A MINIMUM OF 90 PERCENT DENSITY PER ASTM D-1557 UNLESS A HIGHER DENSITY IS SPECIFIED.
3. UTILITIES. THE CONTRACTOR IS REQUIRED TO TAKE PRECAUTIONARY MEASURES TO LOCATE AND PROTECT THE UTILITY LINES SHOWN AND ANY OTHER LINES NOT OF RECORD OR NOT SHOWN ON THESE PLANS.
4. WORK HOURS. ALL OPERATIONS CONDUCTED ON PREMISES, INCLUDING THE WARMING UP, REPAIR, ARRIVAL, DEPARTURE OR RUNNING OF TRUCKS, EARTH MOVING EQUIPMENT AND ANY OTHER ASSOCIATED EQUIPMENT SHALL BE LIMITED TO THE PERIOD BETWEEN 7:00 A.M. AND 6:00 P.M. EACH DAY, MONDAY THROUGH FRIDAY, AND NO EARTH MOVING OR GRADING OPERATIONS SHALL BE CONDUCTED ON THE PREMISES ON SATURDAY, SUNDAY OR HOLIDAYS.
5. SAFETY AND LIABILITY. THE CONTRACTOR SHALL DESIGN, CONSTRUCT AND MAINTAIN ALL SAFETY DEVICES, INCLUDING SHORING, AND SHALL BE SOLELY RESPONSIBLE FOR CONFORMING TO ALL LOCAL, STATE AND FEDERAL SAFETY AND HEALTH STANDARDS, LAWS AND REGULATIONS.
6. TRAFFIC AND PEDESTRIAN CONTROL. THE CONTRACTOR AGREES THAT HE SHALL ASSUME COMPLETE AND SOLE RESPONSIBILITY FOR PROVISION AND MAINTENANCE OF ALL TRAFFIC AND PEDESTRIAN SAFETY.
7. CONTRACTOR SHALL SUBMIT TRAFFIC CONTROL PLANS FOR CITY APPROVAL FOR WORK WITHIN JIMMY DURANTE BLVD.
8. PROPERTY LINES. WHEN REQUESTED BY THE CITY OF DEL MAR, PROPERTY LINES SHALL BE LOCATED AND FLAGGED PRIOR TO AND DURING GRADING WORK.
9. RESPONSIBILITY FOR DAMAGE. THE PERMITTEE IS RESPONSIBLE FOR THE PREVENTION OF DAMAGE TO ADJACENT PUBLIC OR PRIVATE PROPERTY OR IMPROVEMENTS.
10. LANDSCAPING. ALL SLOPES AND AREAS DISTURBED BY GRADING WHICH ARE NOT COVERED BY SURFACE IMPROVEMENTS SHALL BE PLANTED IN ACCORDANCE WITH LANDSCAPING AND IRRIGATION PLANS APPROVED BY THE CITY OF DEL MAR.



100% DESIGN - NOT FOR CONSTRUCTION

GENERAL NOTES (CONT.)

- 11. CONTRACTOR SHALL VERIFY THE EXISTENCE AND LOCATION OF ALL UTILITIES BEFORE COMMENCING WORK. NOTICE OF PROPOSED WORK SHALL BE GIVEN TO THE FOLLOWING AGENCIES:
ELECTRIC: SAN DIEGO GAS & ELECTRIC
TELEPHONE: AT&T
CATV: COX CABLE
SEWER: CITY OF DEL MAR
WATER: CITY OF DEL MAR
12. SCHEDULE
ESTIMATED STARTING DATE:
ESTIMATED COMPLETION DATE:
13. AS-BUILT DRAWINGS. AS BUILT DRAWINGS MUST BE SUBMITTED TO THE CITY PRIOR TO THE FINAL ACCEPTANCE OF THE WORK.
14. CARRIER PIPE INSTALLATION WILL NOT BEGIN UNTIL ALL REQUIRED SUBMITTALS HAVE BEEN APPROVED, ALL CASING JOINTS ARE WATERTIGHT, AND NO WATER IS ENTERING THE CASING FROM ANY SOURCES.
15. ONCE APPROVAL IS GIVEN, CLEANUP AND PREPARATION OF THE STEEL CASING WILL BE UNDERTAKEN.
16. THE SPACERS ARE MANUFACTURED BY CCI PIPING SYSTEMS, OR APPROVED EQUAL.
17. BEFORE THE CARRIER INSTALLATION PROCESS BEGINS, AN INITIAL LINE AND GRADE CHECK WILL BE PERFORMED.

SPECIAL DEL MAR NOTES

- 1. NO ACCESS OR WORK SHALL BE PERFORMED WITHIN THE CITY RIGHT-OF-WAY WITHOUT THE FULL KNOWLEDGE OF THE ASSIGNED CITY INSPECTOR WHO SHALL BE GIVEN NOT LESS THAN 48 HOURS ADVANCE NOTICE OF THE INITIATION OF PERMITTED USE AT (858) 755-3294.
2. CONTRACTOR SHALL OBTAIN BUSINESS LICENSE FROM CITY OF DEL MAR PRIOR TO BEGINNING WORK.
3. CONTRACTOR SHALL PROVIDE CITY AT LEAST ONE WEEK ADVANCED WRITTEN NOTICE FOR ALL SHUTDOWNS OF WATERLINES.
4. CONTRACTOR SHALL PLAN ADEQUATE TIME IN WORK SCHEDULE FOR CITY TO COMPLETE ALL REQUIRED FLUSHING & WATER SAMPLE COLLECTIONS BY 4:00 PM.
5. CONTRACTOR WORK HOURS SHALL BE FROM 7:00 AM TO 4:00 PM UNLESS WRITTEN DEVIATION APPROVED BY THE CITY OF DEL MAR.

WORK TO BE DONE

THE GENERAL SCOPE OF WORK IS TO PROVIDE ALL LABOR, MATERIALS, EQUIPMENT, SERVICES AND OTHER INCIDENTAL WORKS AND APPURTENANCES FOR THE OPEN TRENCH CONSTRUCTION OF APPROXIMATELY 30 LF OF 18-IN DIAMETER PVC SEWER MAIN RELOCATION, BORE AND JACK CONSTRUCTION OF 216 LF OF 18-IN DIAMETER BUTT-FUSED HDPE SEWER MAIN RELOCATION, 1 SEWER MANHOLE, ABANDON 235 LF SEWER, REMOVE A SEWER MANHOLE, 508 LF 12-IN PVC WATER MAIN, 14.5 LF 8-IN WATER MAIN (FIRE)

LEGEND

Table with columns: DESCRIPTION, REGIONAL STD. DRAWING, SYMBOL. Includes symbols for Sewer Main, Sewer Manhole, Water Main, Fire Service, etc.

SURVEY SOURCE

SURVEY SOURCE FOR THIS PROJECT WAS PROVIDED BY AGUIRRE & ASSOCIATES LAND SURVEYING, INC. AND CONDUCTED BY FIELD SURVEY PERFORMED IN MARCH 2016.

BASIS OF BEARINGS

THE BASIS OF BEARINGS FOR THIS SURVEY IS THE NORTH AMERICAN DATUM OF 1983 (NAD83 2007.0), CALIFORNIA STATE PLANE COORDINATE SYSTEM OF 1983, ZONE 6, BEING A GRID BEARING OF NORTH 00°35'14" EAST BETWEEN CONTINUOUSLY OPERATING REFERENCE STATIONS (CORS) S105 LA JOLLA AND DSME ENCINITAS.

BENCHMARK

THE BASIS OF ELEVATIONS FOR THIS SURVEY IS THE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88) PER NGS BENCHMARKS ADJUSTED BY DIFFERENTIAL LEVELING IN 1991:

Table with columns: NAME, DESCRIPTION, ELEV. Includes entries for DC1233, X1307, DC1239, and LJ 109.

ENGINEER'S NOTE

NOTE: RIGHT-OF-WAY LINES, PROPERTY LINES AND EXISTING EASEMENTS SHOWN HEREON WERE ESTABLISHED FROM AVAILABLE GIS DATA. NO TITLE REPORTS WERE PROVIDED OR REVIEWED FOR THIS PROJECT AREA.

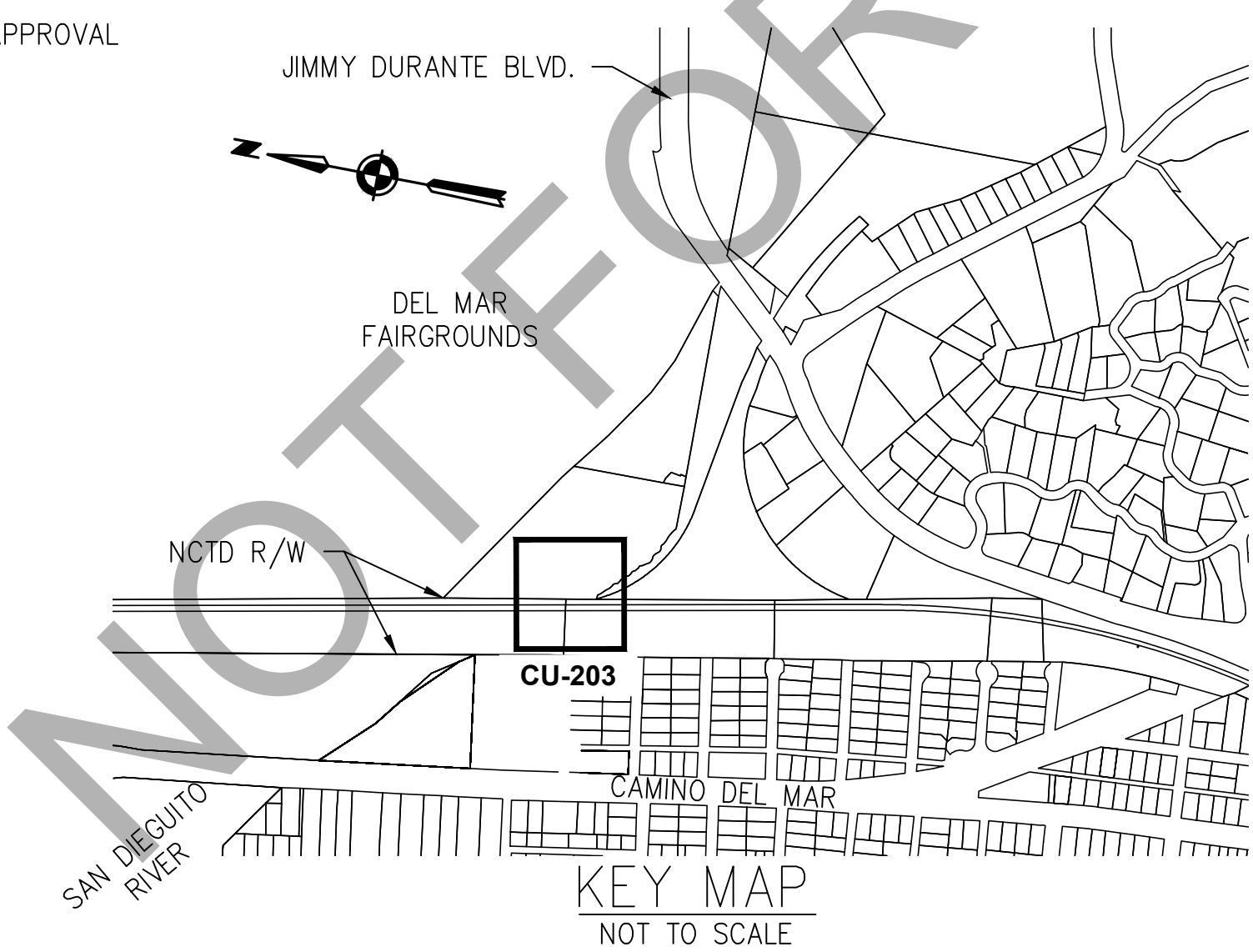
DECLARATION OF RESPONSIBLE CHARGE

I HEREBY CERTIFY THAT I AM THE ENGINEER OF WORK FOR THIS PROJECT, THAT I HAVE EXERCISED RESPONSIBLE CHARGE OVER THE DESIGN OF THE PROJECT AS DEFINED IN SECTION 6703 OF THE BUSINESS AND PROFESSIONS CODE, AND THAT THE DESIGN IS CONSISTENT WITH CURRENT STANDARDS.

I UNDERSTAND THAT THE CHECK OF PROJECT DRAWINGS AND SPECIFICATIONS BY THE CITY OF DEL MAR IS CONFINED TO REVIEW ONLY AND DOES NOT RELIEVE ME, AS ENGINEER OF WORK, OF MY RESPONSIBILITIES FOR THE PROJECT DESIGN.

I WILL PROVIDE WRITTEN NOTIFICATION TO MY CLIENT AND ALL INVOLVED PUBLIC JURISDICTIONS, INCLUDING THE CITY OF DEL MAR, SHOULD I CEASE TO BE THE ENGINEER OF RECORD.

BY: DATE:
RCE NO. EXPIRES:



Underground Service Alert of Southern California. 811 CALL: TOLL FREE 1-800-422-4133. TWO WORKING DAYS BEFORE YOU DIG. NOTICE TO CONTRACTOR PURSUANT TO ASSEMBLY BILL 3019.

City of Del Mar approval stamp. Includes City of Del Mar logo, name, address, and signature line for Public Works Director.

Table with columns: NO., DATE, REVISIONS, BY, CHK, APRV.

HNTB logo and address: 401 B Street, Suite 301, San Diego, CA 92101.

Professional Engineer seal for Patricia M. McColl, No. C36873, Exp. 6-30-26, Civil, State of California.

SANDAG logo and North County Transit District logo.

Project title: SAN DIEGUITO RIVER BRIDGE REPLACEMENT, DOUBLE TRACK AND SPECIAL EVENTS PLATFORM. City of Del Mar Notes, Sheet 1 of 2. Scale: N/A. Sandag Contract No. 5007812. Drawing No. CU-201.

**SAFETY NOTES**

1. IN ACCORDANCE WITH GENERALLY ACCEPTED CONSTRUCTION PRACTICES, THE CONTRACTOR SHALL ASSUME THE SOLE AND COMPLETE RESPONSIBILITY FOR JOBSITE CONDITIONS DURING THE COURSE OF CONSTRUCTION OF THE PROJECT, INCLUDING SAFETY OF ALL PERSONS AND PROPERTY; THAT THIS REQUIREMENT SHALL BE MADE TO APPLY CONTINUOUSLY AND NOT BE LIMITED TO NORMAL WORKING HOURS, AND CONTRACTOR FURTHER AGREES TO DEFEND, INDEMNIFY AND HOLD AGENCY HARMLESS FROM ANY AND ALL LIABILITY, REAL OR ALLEGED, IN CONNECTION WITH THE PERFORMANCE OF WORK IN THIS PROJECT, EXCEPTING LIABILITY ARISING FROM THE SOLE NEGLIGENCE OF THE AGENCY.
2. THE CONTRACTOR SHALL DESIGN, CONSTRUCT AND MAINTAIN ALL SAFETY DEVICES, INCLUDING SHORING AND SHALL BE SOLELY RESPONSIBLE FOR CONFORMING TO ALL LOCAL, STATE AND FEDERAL SAFETY AND HEALTH STANDARDS, LAW AND REGULATIONS. NEITHER THE AGENCY NOR THE ENGINEER OF WORK WILL ENFORCE SAFETY MEASURES OR REGULATIONS.
3. THE CONTRACTOR SHALL PROVIDE SAFETY BARRIERS WHERE REQUIRED TO PROTECT THE PUBLIC.

**TRAFFIC CONTROL**

1. FOR ALL EMERGENCIES AFFECTING THE TRACK AND TRAIN SAFETY CALL NORTH COUNTY TRANSIT DISTRICT'S (NCTD) 24 RAIL OPERATIONS CENTER AT (760) 435-7273.
2. PRIOR TO THE START OF CONSTRUCTION AND AT THE CONTRACTOR'S EXPENSE, ALL PERSONNEL ENTERING THE NCTD RIGHT-OF-WAY (ROW), INCLUDING SUBCONTRACTORS AND THIRD PARTIES, SHALL COMPLETE NCTD ROADWAY WORKER PROTECTION (RWP) TRAINING COURSE. CONTACT INFORMATION IS SUBJECT TO CHANGE (AND WILL CHANGE EFFECTIVE JULY 1, 2016) - PLEASE SEE NCTD'S WEBSITE AT GONCTD.COM/ROW FOR CURRENT CONTACT INFORMATION.
3. ALL PERSONS ENTERING THE RAILROAD ROW SHALL HAVE THE RWP STICKER AFFIXED TO THEIR HARD HAT AND RWP BADGE IN THEIR POSSESSION.
4. ALL PERSONNEL ENTERING THE RAILROAD ROW SHALL COMPLY WITH NCTD SAFETY REQUIREMENTS. FAILURE TO COMPLY SHALL BE GROUNDS FOR TERMINATION OF WORK AND REVOCATION OF THE RIGHT TO ENTER NCTD'S RIGHT-OF-WAY AND/OR RIGHT-OF-ENTRY (ROE) PERMIT.
5. ONLY AN NCTD AUTHORIZED RAILROAD FLAGMAN (RAILROAD FLAGMAN) IS PERMITTED TO PERFORM FLAGGING OPERATIONS WITHIN THE RAILROAD RIGHT-OF-WAY. NO PERSONNEL SHALL CROSS ANY TRACK WITHOUT THE APPROVAL FROM THE RAILROAD FLAGMAN. NO MEN OR EQUIPMENT SHALL BE ACTIVELY WORKING, PARKED OR STATIONARY ON NCTD'S ROW WITHOUT PRIOR APPROVAL FROM THE RAILROAD FLAGMAN.
6. IF APPLICABLE, ALL WORK ON OR ADJACENT TO THE SAN DIEGO TROLLEY SHALL ALSO ADHERE TO METROPOLITAN TRANSIT SYSTEM (MTS) REQUIREMENTS.
7. THE MOVEMENT OF TRAINS IS UNPREDICTABLE. TRAINS MAY APPROACH THE JOB SITE IN ANY DIRECTION, AT ANY SPEED, AT ANY TIME, AND MAY STOP AND OCCUPY THE TRACK WITHIN THE CONTRACTOR'S WORK ZONE FOR AN UNDETERMINED PERIOD OF TIME.

**EROSION CONTROL NOTES**

1. THE TOPS OF ALL SLOPES TO BE DIKED OR TRENCHED TO PREVENT WATER FROM FLOWING OVER THE CREST OF SLOPES.
2. MANUFACTURED SLOPES AND PADS SHALL BE ROUNDED VERTICALLY AND HORIZONTALLY AS APPROPRIATE TO BLEND WITH THE SURROUND TOPOGRAPHY.
3. AS SOON AS CUTS OR EMBANKMENTS ARE COMPLETED, BUT NOT LATER THAN OCTOBER 1 ALL CUT AND FILL SLOPES SHALL BE STABILIZED WITH A HYDROMULCH MIXTURE OR AN EQUAL TREATMENT APPROVED BY THE CITY OF DEL MAR BETWEEN OCTOBER 1 AND APRIL 30. APPROVED SLOPE PROTECTION MEASURES SHALL PROCEED IMMEDIATELY BEHIND THE EXPOSURE OF CUT SLOPES AND/OR THE CREATION OF THE EMBANKMENT SLOPES.
4. THE CONTRACTOR/OWNER TO MAINTAIN THE PLANTING AND EROSION CONTROL MEASURES DESCRIBED ABOVE UNTIL RELIEVED OF THE SAME BY THE CITY OF DEL MAR. THE CONTRACTOR/OWNER TO REMOVE ALL SOIL INTERCEPTED BY THE GRAVEL BAGS, CATCH BASINS AND DESILTING BASINS AND KEEP THESE FACILITIES CLEAN AND FREE OF SILT AND SAND AS DIRECTED BY THE CITY OF DEL MAR. THE CONTRACTOR/OWNER SHALL REPAIR ANY ERODED SLOPES AS DIRECTED BY THE CITY OF DEL MAR.

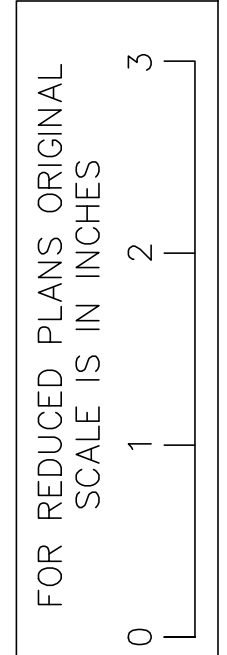
**SILTATION AND SEDIMENT CONTROL MEASURES NOTES**

1. THE SEDIMENT BASINS SHALL BE PROVIDED AT THE LOWER END OF EVERY DRAINAGE AREA PRODUCING SEDIMENT RUNOFF. THE BASINS SHALL BE MAINTAINED AND CLEANED TO DESIGN CONTOURS AFTER EVERY RUNOFF PRODUCING STORM. THE BASINS SHOULD BE SEMI-PERMANENT STRUCTURES THAT WOULD REMAIN UNTIL SOIL STABILIZING VEGETATION HAS BECOME WELL ESTABLISHED ON ALL ERODIBLE SLOPES.
2. SEDIMENTATION BASINS MAY NOT BE REMOVED OR MADE INOPERATIVE WITHOUT PRIOR APPROVAL OF THE CITY ENGINEER.
3. SEWER OR STORM DRAIN TRENCHES THAT ARE CUT THROUGH BASIN DIKES OR BASIN INLET DIKES SHALL BE PLUGGED WITH GRAVEL BAGS FROM TOP OF PIPE TO TOP OF DIKE.
4. ALL UTILITY TRENCHES SHALL BE BLOCKED AT THE PRESCRIBED INTERVALS WITH A DOUBLE ROW OF GRAVEL BAGS WITH A TOP ELEVATION TWO GRAVEL BAGS BELOW THE GRADED SURFACE OF THE STREET. GRAVEL BAGS ARE TO BE PLACED WITH LAPPED COURSES. THE INTERVALS PRESCRIBED BETWEEN GRAVEL BAG BLOCKING SHALL DEPEND ON THE SLOPE OF THE GROUND SURFACE BUT NOT TO EXCEED THE FOLLOWING:
 

GRADED STREET	INTERVAL
LESS THAN 2%	AS REQUIRED
2% TO 4%	100 FEET
4% TO 10%	50 FEET
OVER 10%	25 FEET
5. AFTER SEWER UTILITY TRENCHES ARE BACKFILLED AND COMPACTED, THE SURFACES OVER SUCH TRENCHES SHALL BE MOUNDED SLIGHTLY TO PREVENT CHANNELING OF WATER IN THE TRENCH AREA. CARE SHOULD BE EXERCISED TO PROVIDE FOR CROSS FLOW AT FREQUENT INTERVALS WHERE TRENCHES ARE NOT ON THE CENTERLINE OF A CROWNED STREET.
6. PROVIDE A GRAVEL BAG SILT BASIN OR TRAP BY EVERY STORM DRAIN INLET TO PREVENT SEDIMENT FROM ENTERING DRAIN SYSTEM.
7. GRAVEL BAGS AND FILL MATERIAL SHALL BE STOCKPILED AT INTERVALS, READY FOR USE WHEN REQUIRED.
8. ALL EROSION CONTROL DEVICES WITHIN THE DEVELOPMENT SHOULD BE MAINTAINED DURING AND AFTER EVERY RUNOFF PRODUCING STORM, IF POSSIBLE, MAINTENANCE CREWS WOULD BE REQUIRED TO HAVE ACCESS TO ALL AREAS.
9. ANY PROPOSED ALTERNATE CONTROL MEASURES MUST BE APPROVED IN ADVANCE BY ALL RESPONSIBLE CITY AGENCIES.
10. ADDITIONAL EROSION CONTROL MEASURES SHALL BE IMPLEMENTED AS NECESSARY TO ENSURE THAT ON-SITE SEDIMENT IS NOT TRANSPORTED OFF SITE.

**STORM WATER PROTECTION NOTES**

1. DURING THE RAINY SEASON THE AMOUNT OF EXPOSED SOIL ALLOWED AT ONE TIME SHALL NOT EXCEED THAT WHICH CAN BE ADEQUATELY PROTECTED BY THE PROPERTY OWNER IN THE EVENT OF A RAINSTORM. 125% OF ALL SUPPLIES NEEDED FOR BMP MEASURES SHALL BE RETAINED ON THE JOB SITE IN A MANNER THAT ALLOWS FULL DEPLOYMENT AND COMPLETE INSTALLATION IN 48 HOURS OR LESS OF A FORECAST RAIN.
2. THE PROPERTY OWNER IS OBLIGATED TO INSURE COMPLIANCE WITH ALL APPLICABLE STORMWATER REGULATIONS AT ALL TIMES. THE BMP'S (BEST MANAGEMENT PRACTICES) THAT HAVE BEEN INCORPORATED INTO THIS PLAN SHALL BE IMPLEMENTED AND MAINTAINED TO EFFECTIVELY PREVENT THE POTENTIALLY NEGATIVE IMPACTS OF THIS PROJECT'S CONSTRUCTION ACTIVITIES ON STORMWATER QUALITY. THE MAINTENANCE OF THE BMP'S IS THE PERMITTEE'S RESPONSIBILITY, AND FAILURE TO PROPERLY INSTALL OR MAINTAIN THE BMP'S MAY RESULT IN ENFORCEMENT ACTION BY THE CITY OF DEL MAR OR OTHERS. IF INSTALLED BMP'S FAIL, THEY MUST BE REPAIRED OR REPLACED WITH AN ACCEPTABLE ALTERNATE WITHIN 24 HOURS, OR AS SOON AS SAFE TO DO SO.
3. A NOTICE OF INTENT (NOI) HAS BEEN, OR WILL BE FILED WITH THE STATE WATER RESOURCES CONTROL BOARD (SWRCB) AND THAT A STORMWATER POLLUTION PREVENTION PLAN (SWPPP) HAS BEEN OR WILL BE PREPARED IN ACCORDANCE WITH THE REQUIREMENTS OF CALIFORNIA GENERAL PERMIT FOR STORMWATER DISCHARGES ASSOCIATED WITH CONSTRUCTION ACTIVITY (PERMIT NO. CAS000002) FOR ALL OPERATIONS ASSOCIATED WITH THESE PLANS. THE NOI NUMBER ASSIGNED BY SWRCB FOR THIS PROJECT IS WQID# [NOT YET ASSIGNED, BUT WILL BE PROVIDED BEFORE PERMIT IS ISSUED]. THE PERMITTEE SHALL KEEP A COPY OF THE SWPPP ON SITE AND AVAILABLE FOR REVIEW BY CITY.



100% DESIGN - NOT FOR CONSTRUCTION

**Underground Service Alert**  
of Southern California

**811** CALL: **TOLL FREE 1-800-422-4133**

**TWO WORKING DAYS BEFORE YOU DIG**

**NOTICE TO CONTRACTOR**

*PURSUANT TO ASSEMBLY BILL 3019 NO EXCAVATION PERMIT IS VALID UNLESS THE CONTRACTOR CONTACTS AND OBTAINS AN INQUIRY I.D. NUMBER FROM "UNDERGROUND SERVICE ALERT" (1-800-422-4133) AT LEAST TWO WORKING DAYS PRIOR TO COMMENCING EXCAVATION.*

**HNTB** 401 B Street  
Suite 301  
San Diego, CA 92101



DESIGNED BY	DATE
G. SHAW	09/24
DRAWN BY	DATE
M. COOPER	09/24
CHECKED BY	DATE
P. MCCOLL	09/24
SANDAG	DATE
A. ANDERSON	09/24

**City of Del Mar**

1050 Camino del Mar, Del Mar, CA 92014  
T 858.755-9313 F 858.755-2794  
www.delmar.ca.us

APPROVED \_\_\_\_\_ DATE \_\_\_\_\_

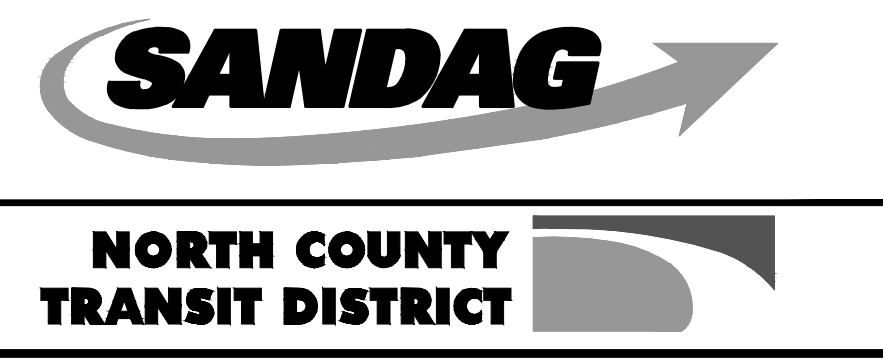
PUBLIC WORKS DIRECTOR

**CITY OF DEL MAR**

SEWER AND WATER RELOCATIONS  
NCTD RIGHT OF WAY CROSSING NOTES

SHEET \_\_\_\_\_

2 OF 4 SHEETS

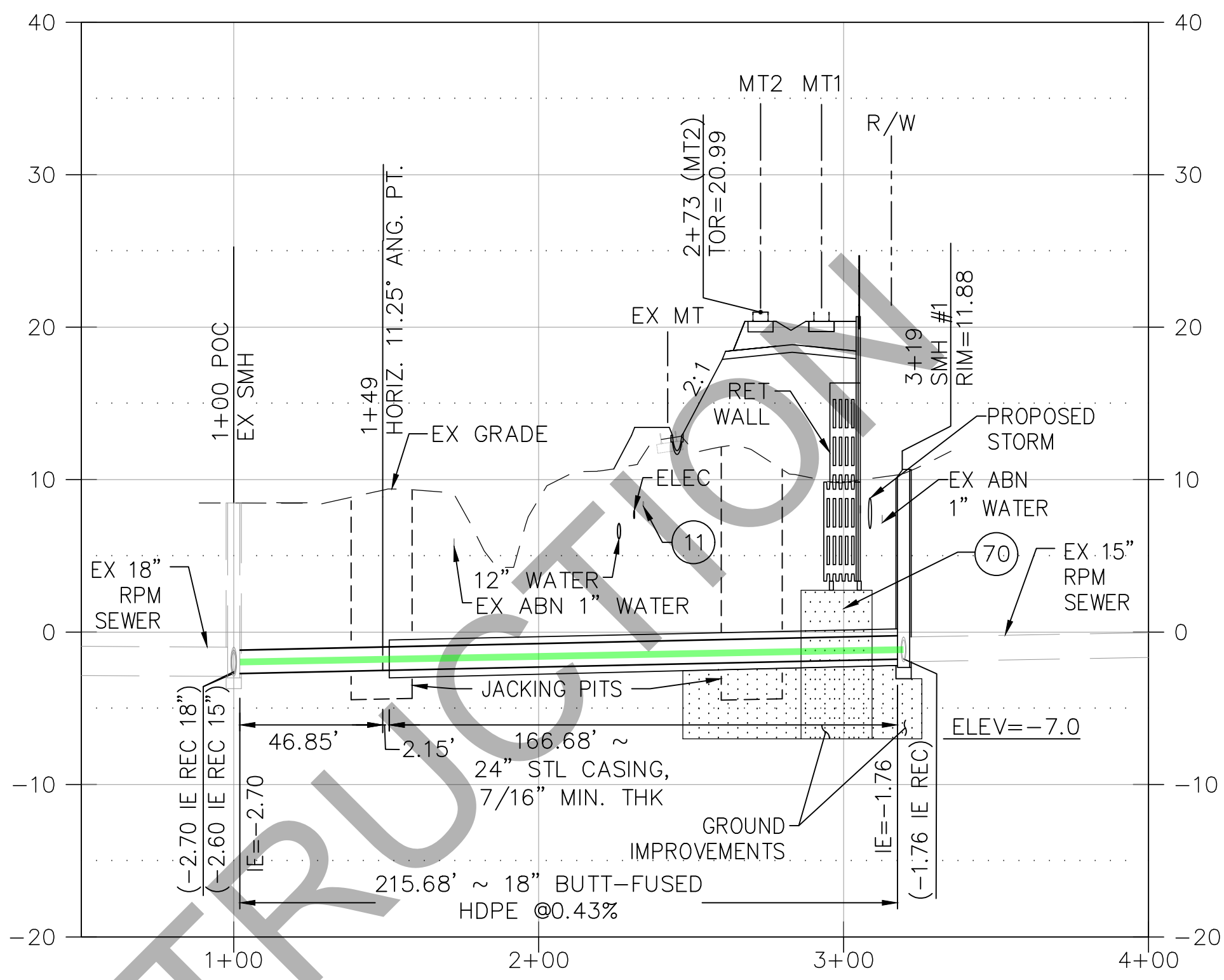
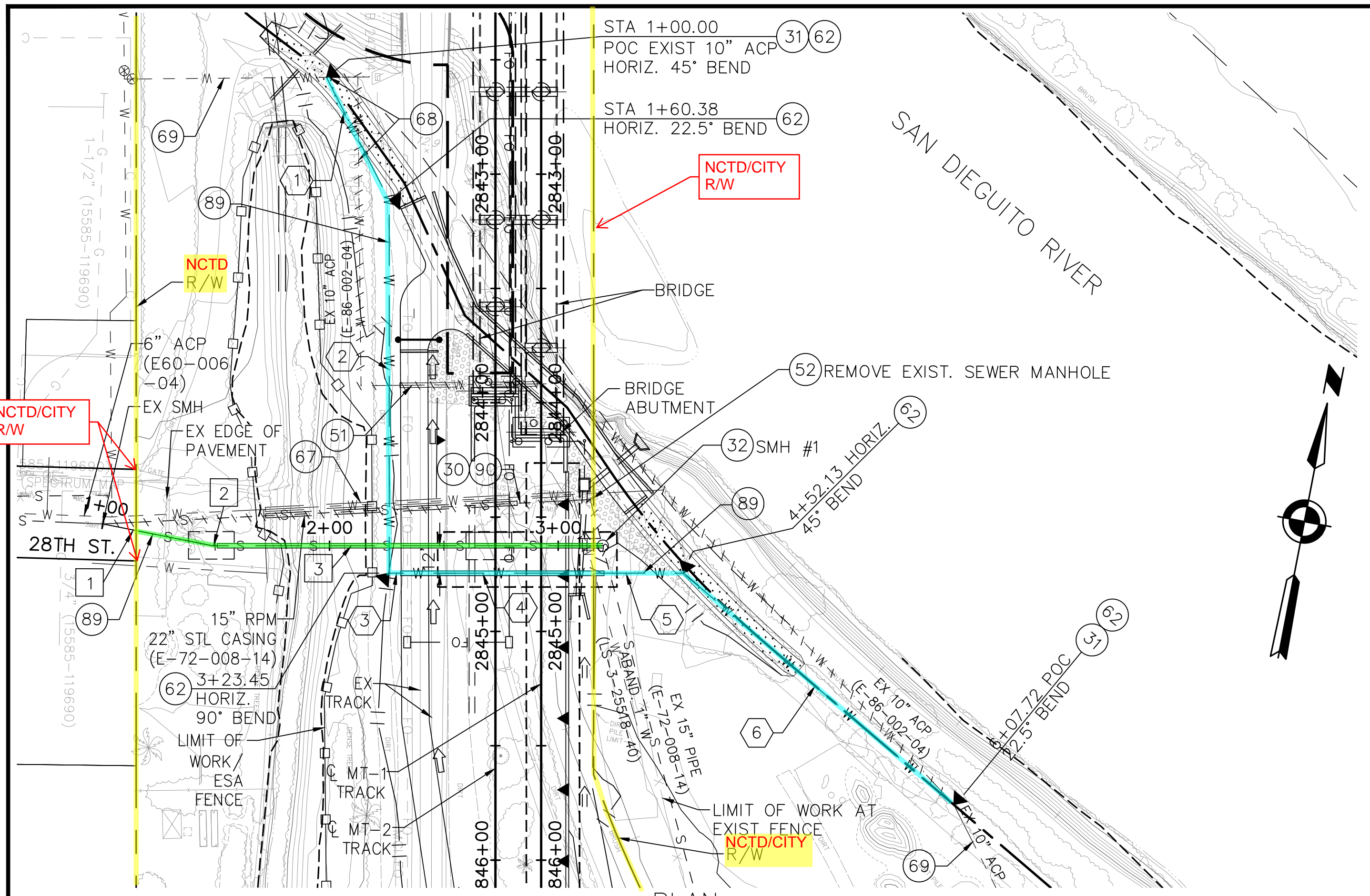


SAN DIEGUITO RIVER BRIDGE REPLACEMENT, DOUBLE TRACK AND SPECIAL EVENTS PLATFORM		SCALE	N/A
CITY OF DEL MAR NOTES		SANDAG CONTRACT NO.	5007812
SHEET 2 OF 2		DRAWING NO.	CU-202
		SHEET NO.	

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FOR REDUCED PLANS ORIGINAL SCALE IS IN INCHES

100% DESIGN - NOT FOR CONSTRUCTION



UTILITY NOTES

- 11 PROTECT IN PLACE EXIST. FIBER OPTIC (MCI & NCTD).
- 30 18" SEWER IN 22" STEEL CASING (CITY OF DEL MAR) REMOVE PORTION THAT IS BEING REALIGNED.
- 31 CONNECT TO EXIST. 10" ACP WATER. INSTALL 10" MECHANICAL COUPLING.
- 32 FURNISH AND INSTALL SEWER MANHOLE PER SDRSD SM-01, CONNECT TO EXIST. 15" RPM SEWER.
- 51 REMOVE EXIST. 10" ACP WATER IN 24" STEEL CASING (CITY OF DEL MAR).
- 52 REMOVE EXIST. SEWER MANHOLE.
- 62 BEND WITH THRUST BLOCK PER SDRSD WT-01.
- 67 CUT AND PLUG EXIST. ABN. 1" WATER LINE AND 2" CASING IN CONFLICT WITH WATER MAIN.
- 68 REMOVE EXIST. 10" ACP WATER (CITY OF DEL MAR).
- 69 PROTECT IN PLACE EXIST. 10" ACP WATER (CITY OF DEL MAR).
- 70 COMPACTED STRUCTURAL FILL, PER DWG CG-105, OVER CONCRETE PROTECTION (3FT MIN. BEYOND WALL FOUNDATION EDGE) PER SDRSD SP-03
- 89 CUT AND COVER.
- 90 EXISTING SEWER TO REMAIN IN SERVICE DURING CONSTRUCTION AND GROUND IMPROVEMENTS FOR NEW ALIGNMENT.

NOTE: REMEDIAL SOIL IMPROVEMENTS TO BE INCLUDED WITH CONSTRUCTION OF PROPOSED SEWER AND WATER MAINS.

CONSTRUCTION SEQUENCING

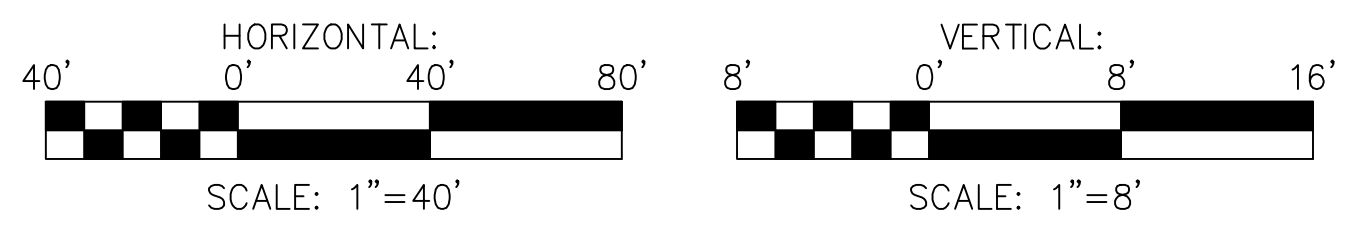
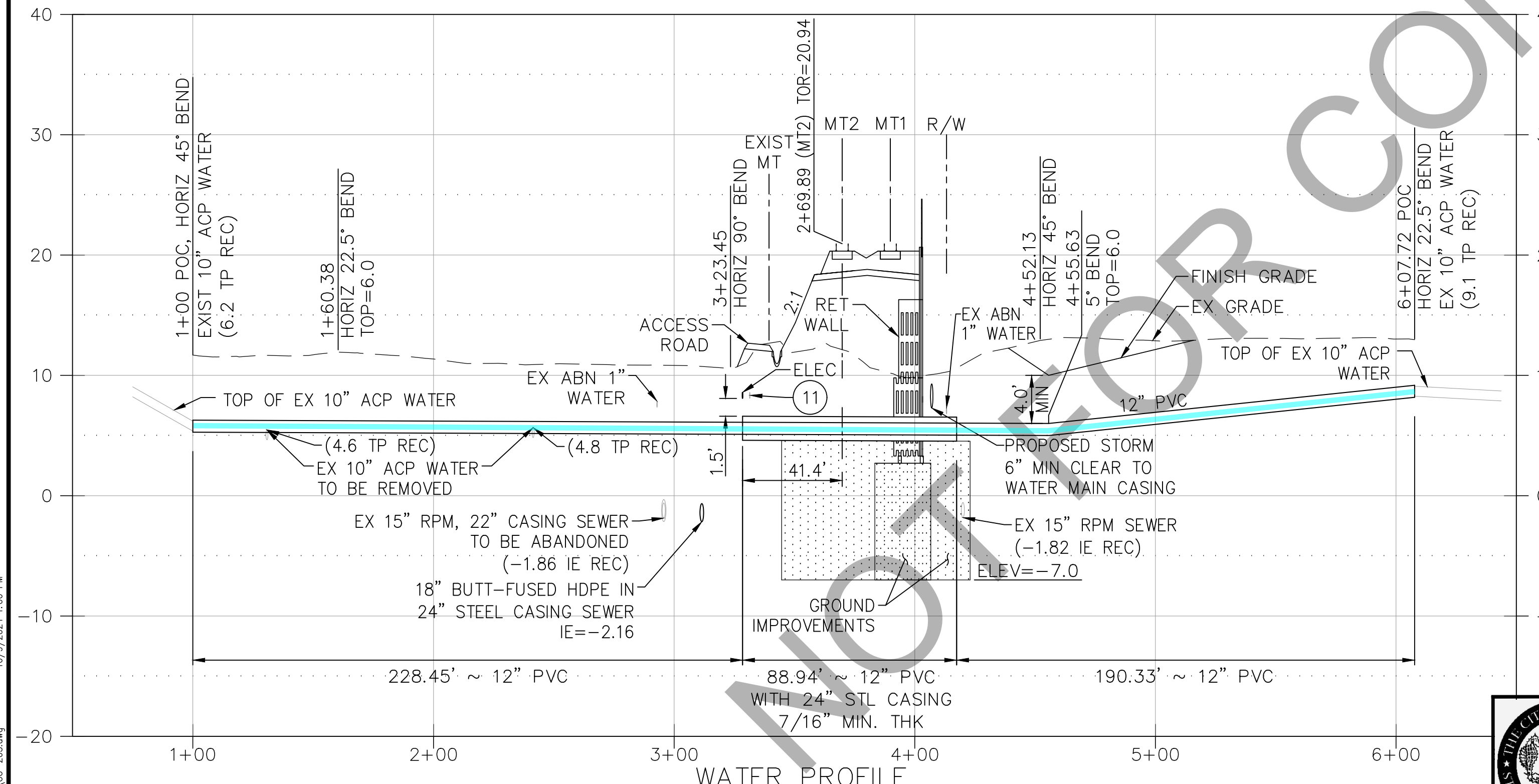
1. COMPLETE GROUND IMPROVEMENTS BELOW AND ALONGSIDE THE NEW SEWER AND WATER LINES WHERE THEY WOULD BE SUBJECTED TO SETTLEMENT DUE TO EMBANKMENT AND RETAINING WALL LOADING. THIS LIKELY WOULD INCLUDE THE ADJACENT SEWER MANHOLE.
2. COMPLETE GROUND IMPROVEMENTS BELOW AND ALONGSIDE THE PROPOSED PRECAST MODULAR T-WALL RETAINING WALL. PROTECT IN PLACE THE EXISTING WATER AND SEWER LINES AT THE NORTH END AND IMPROVE THIS PORTION AFTER INSTALLATION OF NEW UTILITY LINES.
3. CONSTRUCT THE SEWER AND WATER LINES BY JACKING UNDER THE EXISTING RAIL AND ENVIRONMENTALLY SENSITIVE AREA AND BY CUT AND COVER EAST OF THE EASTERLY JACKING PIT. BACKFILL TRENCHED GROUND IMPROVEMENT WITH CLSM.
4. CONSTRUCT PORTION OF T-WALL WHERE WATERLINE WILL PASS THROUGH.
5. CUT OVER SEWER AND WATER LINES.
6. COMPLETE GROUND IMPROVEMENTS BELOW AND ALONGSIDE THE NORTHERN PORTION OF THE T-WALL RETAINING WALL THAT WAS NOT COMPLETED IN STEP 2.
7. CONSTRUCT T-WALL AND RETAINED EMBANKMENT.
8. MONITOR SETTLEMENT AND ADJUST GRADES AS NEEDED.

SEWER DATA TABLE

#	LENGTH	BEARING	DESCRIPTION
1	46.85'	N89°40'03"W	18" BUTT-FUSED HDPE
2	2.15'	N79°05'00"E	18" BUTT-FUSED HDPE
3	166.68'	N79°05'00"E	18" BUTT-FUSED HDPE WITH 24" STL CASING

WATER DATA TABLE

X	LENGTH	BEARING	DESCRIPTION
1	60.38'	N37°56'50"W	12" PVC CLASS 235
2	163.07'	N10°55'00"W	12" PVC CLASS 235
3	5.00'	N79°05'00"E	12" PVC CLASS 235
4	88.94'	N79°05'00"E	12" PVC CLASS 235 WITH 24" STL CASING
5	34.74'	N79°05'00"E	12" PVC CLASS 235
6	155.59'	N60°19'22"W	12" PVC CLASS 235



NO.	DATE	REVISIONS	BY	CHK	APRV

**HNTB**  
401 B Street  
Suite 301  
San Diego, CA 92101

REGISTERED PROFESSIONAL ENGINEER  
PATRICIA M. MCCOLL  
NO. C36873  
EXP. 6-30-26  
CIVIL  
STATE OF CALIFORNIA

DESIGNED BY G. SHAW  
DRAWN BY M. COOPER  
CHECKED BY P. MCCOLL  
SANDAG A. ANDERSON

**SANDAG**  
**NORTH COUNTY TRANSIT DISTRICT**

CITY OF DEL MAR  
SEWER AND WATER RELOCATIONS  
NCTD RIGHT OF WAY CROSSING  
PLAN AND PROFILE

APPROVED  
PUBLIC WORKS DIRECTOR  
DATE

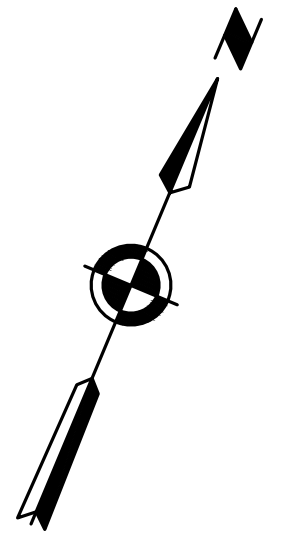
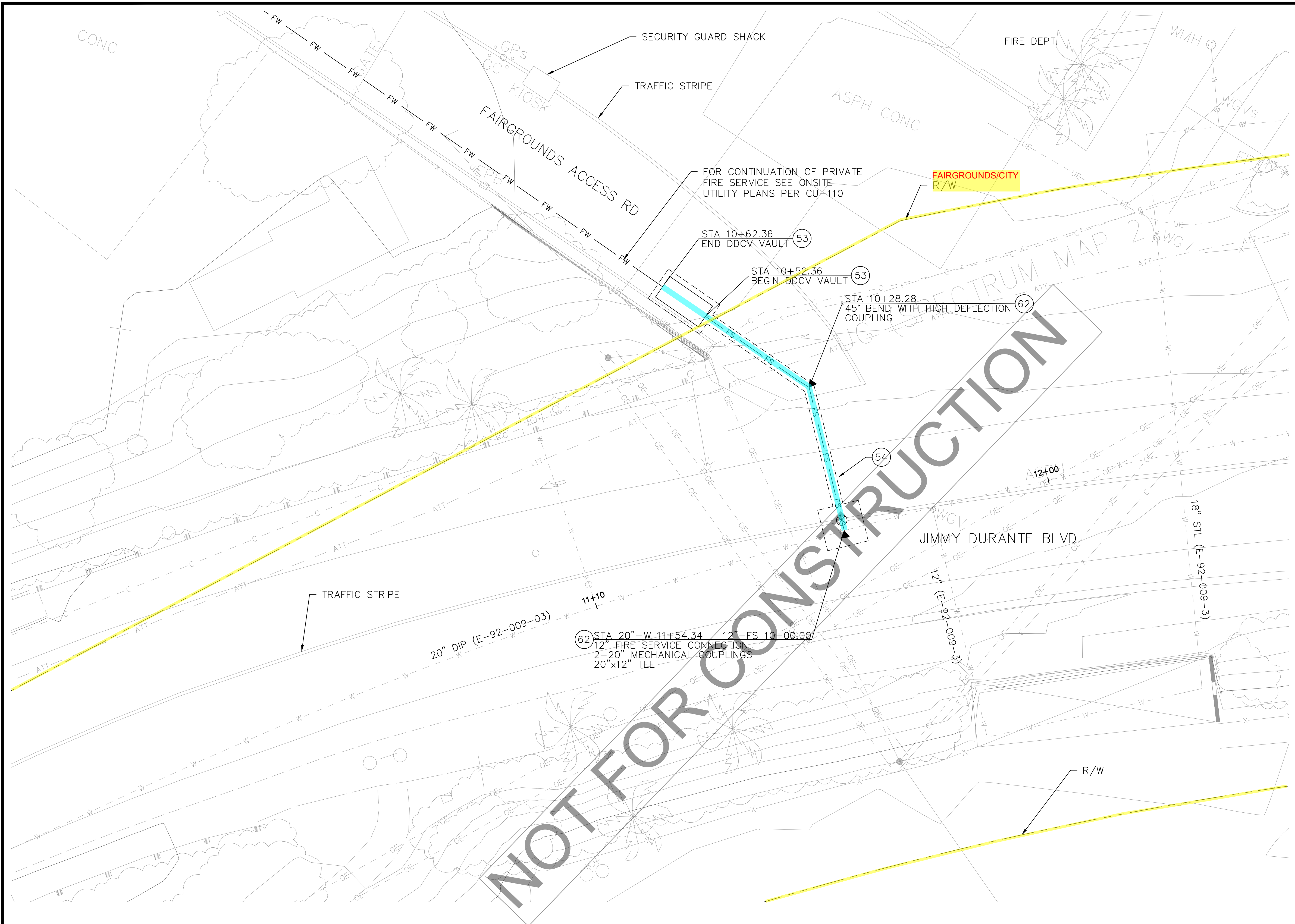
SHEET  
3 OF 4 SHEETS

SCALE  
HORIZ: 1"=40'  
VERT: 1"=8'

SANDAG CONTRACT NO.  
5007812

DRAWING NO. CU-203  
SHEET NO. 139

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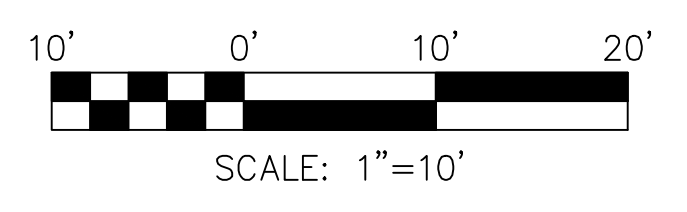


**UTILITY NOTES**

- 53 INSTALL 12" FIRE SERVICE WITH 12" REDUCED PRESSURE DOUBLE DETECTOR CHECK ASSEMBLY PER SDRSD WF-05. DDCV IN A CONCRETE VAULT SEE DETAIL 3, DWG CU-301.
- 54 REPAIR PAVEMENT PER SDRSD G-24 (TYPE B) AND REPAINT DAMAGED STRIPING.
- 62 INSTALL CONCRETE THRUST AND ANCHOR BLOCK PER SDRSD WT-01.

NOTE: TRENCH SHALL BE BACKFILLED AND COMPACTED AND TEMPORARILY PATCHED WITH ASPHALT OR COVERED WITH STEEL PLATES AT THE CONCLUSION OF EACH DAY.

NOT FOR CONSTRUCTION



REVISION	DESCRIPTION	APPROVED	DATE
3/24/2025	Revised Vault Sketch		

SCALE: 1"=10'	DESIGNED: C. HAHN	DRAWN: M. COOPER	CHECKED: P. MCCOLL
ACAD FILE NO. CU-208	ENGINEER OF WORK _____ R.C.E. NO. _____ DATE _____		
PROJECT NO. 75589 TO 03			

**HNTB**  
401 B Street  
Suite 301  
San Diego, CA 92101

**City of Del Mar**  
1050 Camino del Mar, Del Mar, CA 92014  
T 858.755-9313 F 858.755-2794  
www.delmar.ca.us

APPROVED _____ DATE _____
PUBLIC WORKS DIRECTOR

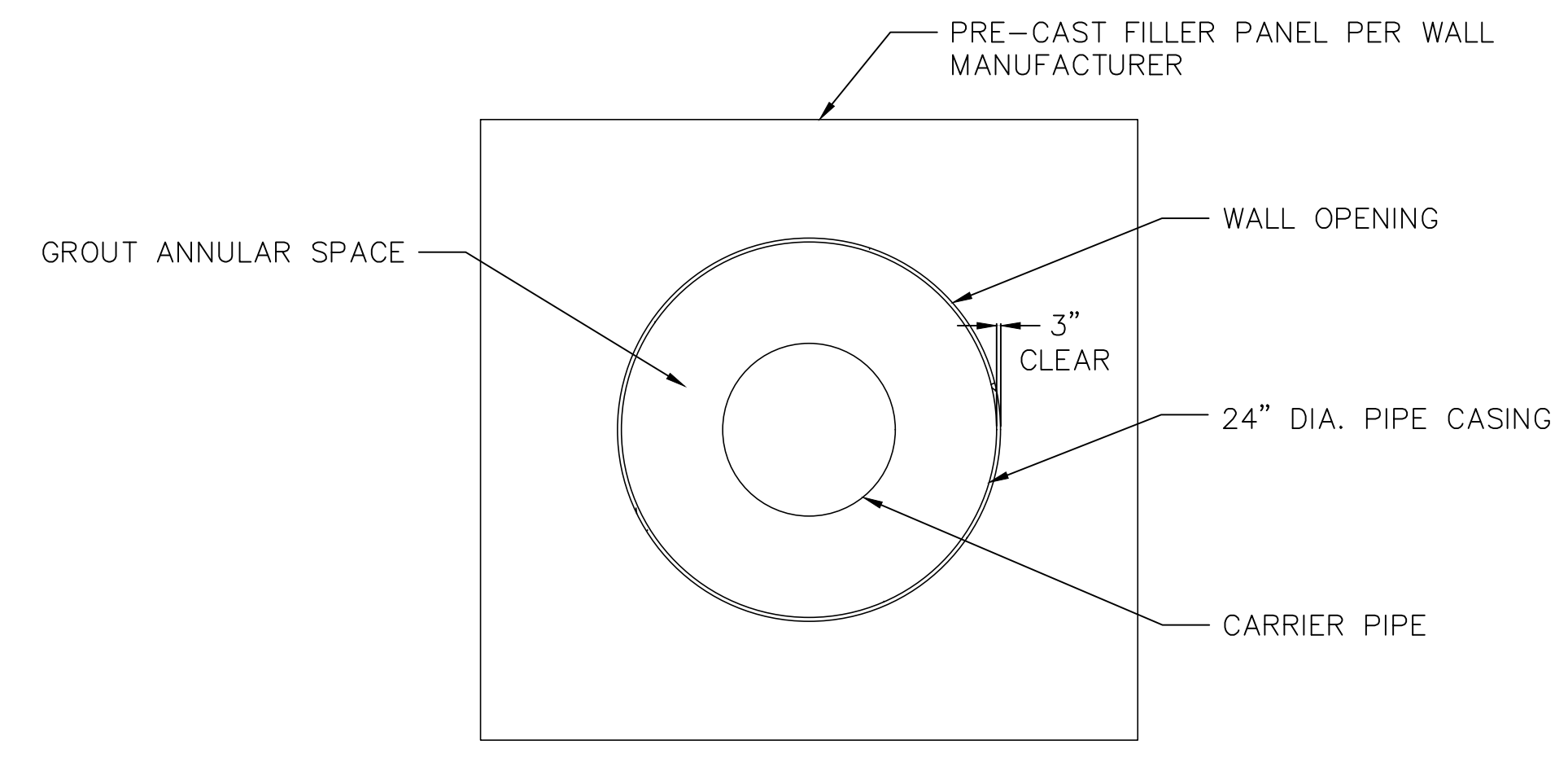
**CITY OF DEL MAR**  
FIRE SERVICE CONNECTION

SHEET CU-208
4 OF 4 SHEETS

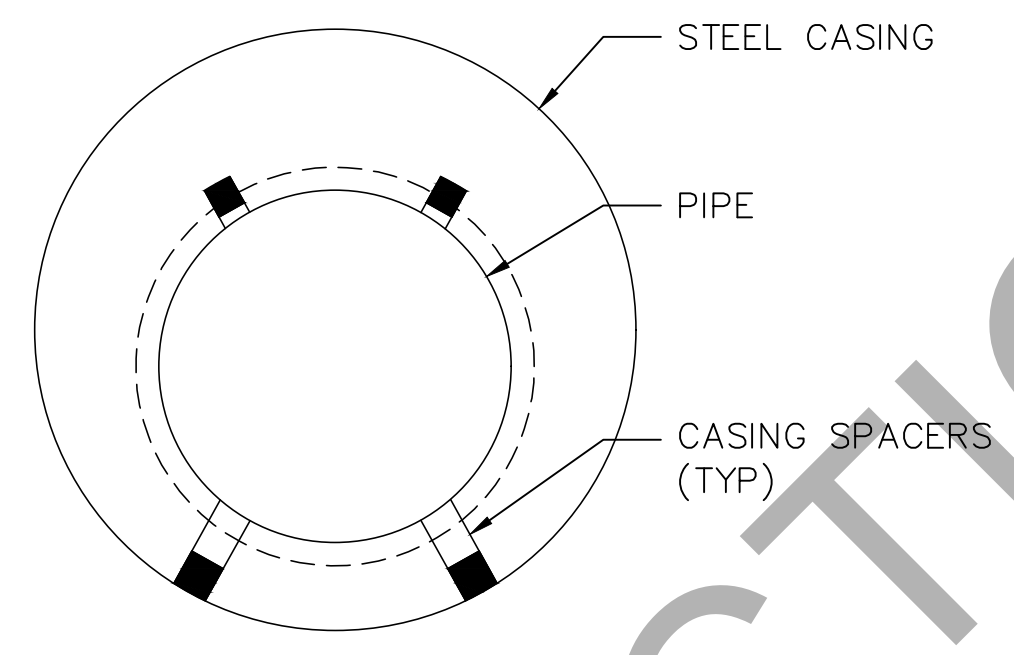
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FOR REDUCED PLANS ORIGINAL SCALE IS IN INCHES

100% DESIGN — NOT FOR CONSTRUCTION

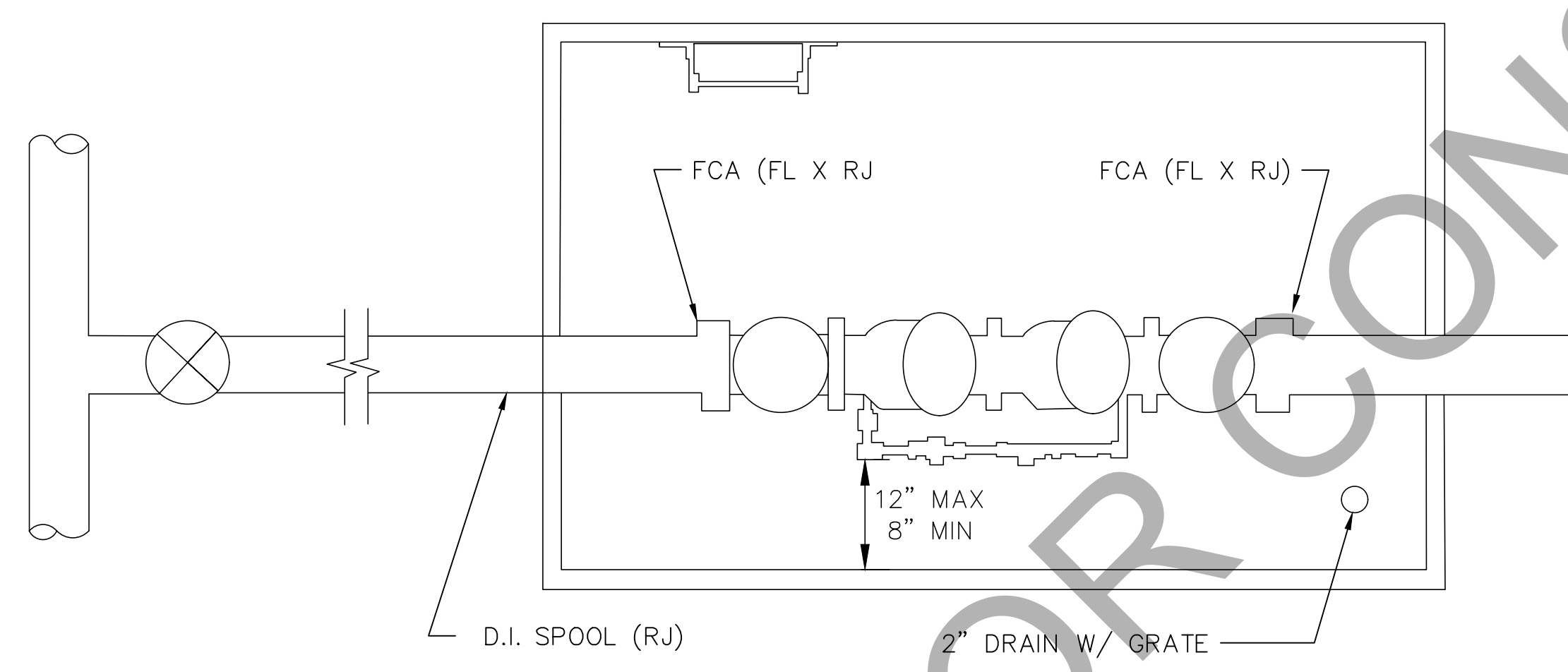


WALL PENETRATION DETAIL 1 NTS CU-203

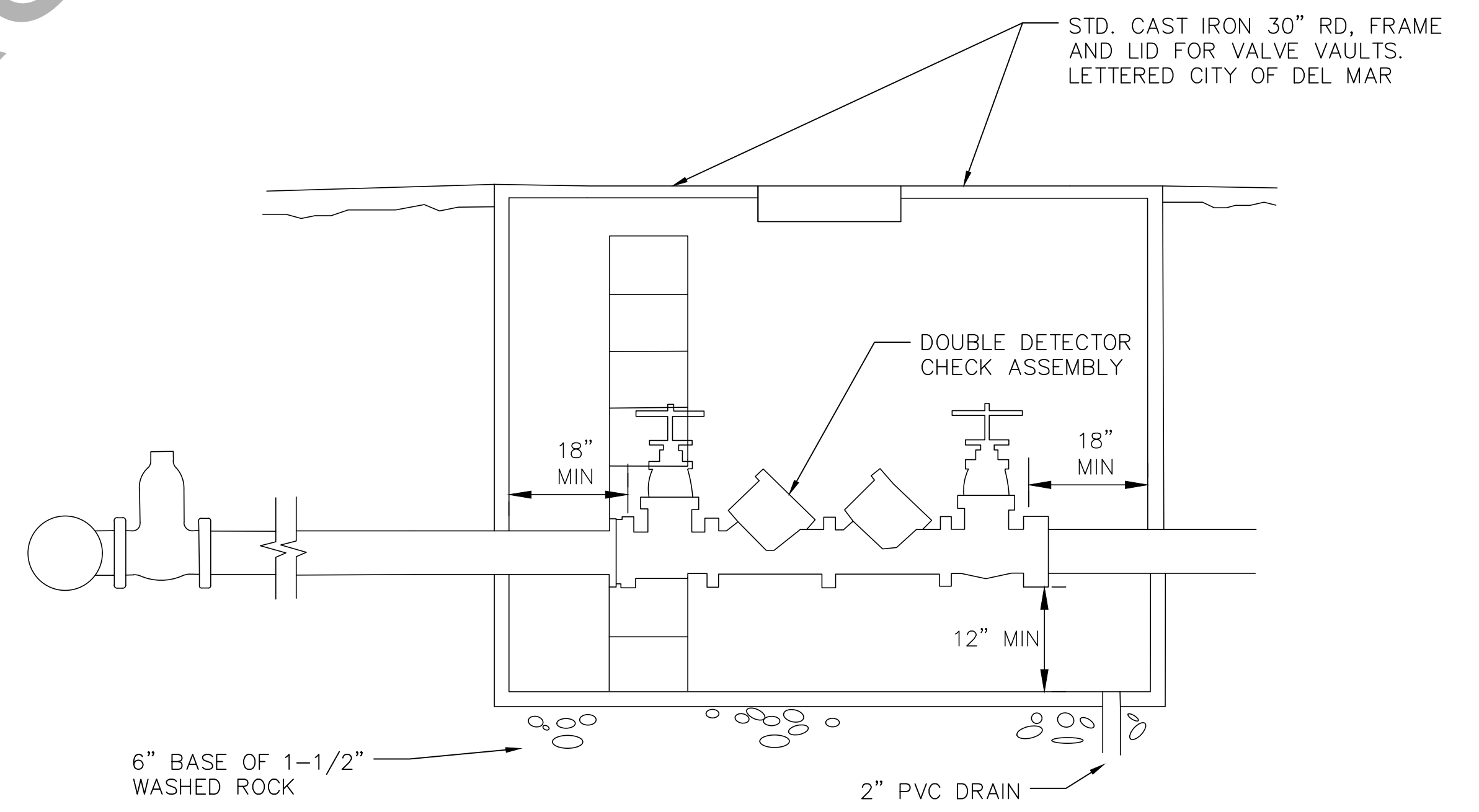


STEEL CASING DETAIL 2 NTS CU-203

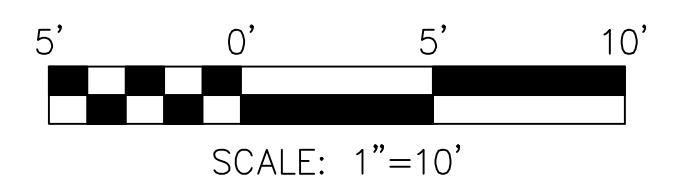
- NOTES:
- CASING SHALL BE INSTALLED BY THE BORE, JACK AND/OR TUNNEL METHOD.
  - PIPE SHALL BE ROUGHLY CENTERED IN THE CASING USING CASING SPACERS.
  - SIZE AND THICKNESS OF CASING SHALL BE AS SHOWN IN PLANS.
  - ALL CASING SECTIONS TO BE JOINED BY CONTINUOUS WELD.
  - EACH END OF CASING SHALL BE SEALED WITH APPROVED FLEXIBLE SEAL.
  - CASING TO BE 3/4 FILLED WITH AIR BLOWN SAND.
  - STRAPS TO BE STAINLESS STEEL.
  - CONSTRUCT VENT PIPE ON EACH END OF CASING AS PER LOSSAN ESD-5001.
  - UPSTREAM AND DOWNSTREAM ELEVATIONS TO BE VERIFIED PRIOR TO FILLING CASING.
  - LADDER SHALL BE SECURED TO VAULT WALL & FLOOR
  - SLOPE PAVEMENT AWAY FROM COVER WHEN VAULT IS IN A TRAFFIC AREA
  - WATERPROOF PIPE ENTRY THROUGH VAULT WALLS W/KRYPTON MORTAR SEALANT OR APPROVED EQUAL



REINFORCED PRECAST VALVE VAULT FOR TRAFFIC LOADS AND LADDER 3 NTS CU-208



- NOTES:
- DDCV SHALL BE ON THE CITY OF DEL MAR APPROVED MATERIALS LIST.
  - LADDER SHALL BE SECURED TO VAULT WALL AND FLOOR.
  - SLOPE PAVEMENT AWAY FROM COVER WHEN VAULT IS IN A TRAFFIC AREA.
  - VAULT SHALL BE OF ADEQUATE HEIGHT TO PROVIDE A MIN 6" CLEARANCE TO VALVE WHEN VALVE IS FULLY OPEN.
  - WATER PROOF PIPE ENTRY THROUGH VAULT WALL WITH KRYPTON MORTAR SEALANT OR APPROVED EQUAL.
  - OWNER TO ACQUIRE AN ENCROACHMENT AGREEMENT FROM THE CITY OF DEL MAR FOR ACCESS TO THE VAULT IN THE PUBLIC RIGHT OF WAY.



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NO.	DATE	REVISIONS	BY	CHK	APRV

**HNTB**  
 401 B Street  
 Suite 301  
 San Diego, CA 92101



DESIGNED BY  
G. SHAW  
DATE  
09/24

DRAWN BY  
M. COOPER  
DATE  
09/24

CHECKED BY  
C. HAHN  
DATE  
09/24

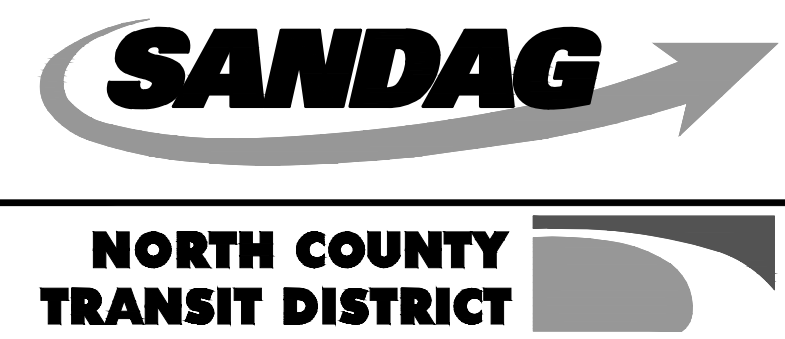
SANDAG  
A. ANDERSON  
DATE  
09/24

**City of Del Mar**  
 1050 Camino del Mar, Del Mar, CA 92014  
 T 858.755-9313 F 858.755-2794  
 www.delmar.ca.us

APPROVED  
 PUBLIC WORKS DIRECTOR  
 DATE

**CITY OF DEL MAR**  
 SEWER AND WATER RELOCATIONS  
 NCTD RIGHT OF WAY CROSSING  
 PLAN AND PROFILE

SHEET  
 4 OF 4 SHEETS



**SAN DIEGUITO RIVER BRIDGE REPLACEMENT,  
 DOUBLE TRACK AND SPECIAL EVENTS PLATFORM**

DETAILS

SCALE  
AS SHOWN

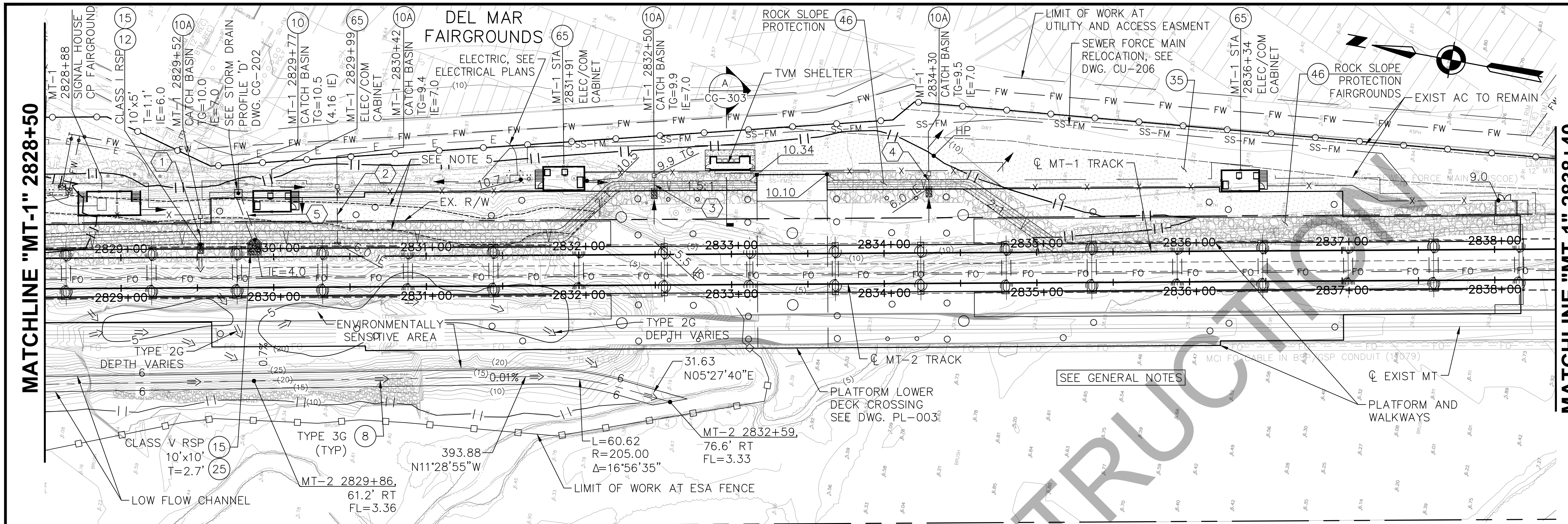
SANDAG CONTRACT NO.  
**5007812**

DRAWING NO.  
CU-301

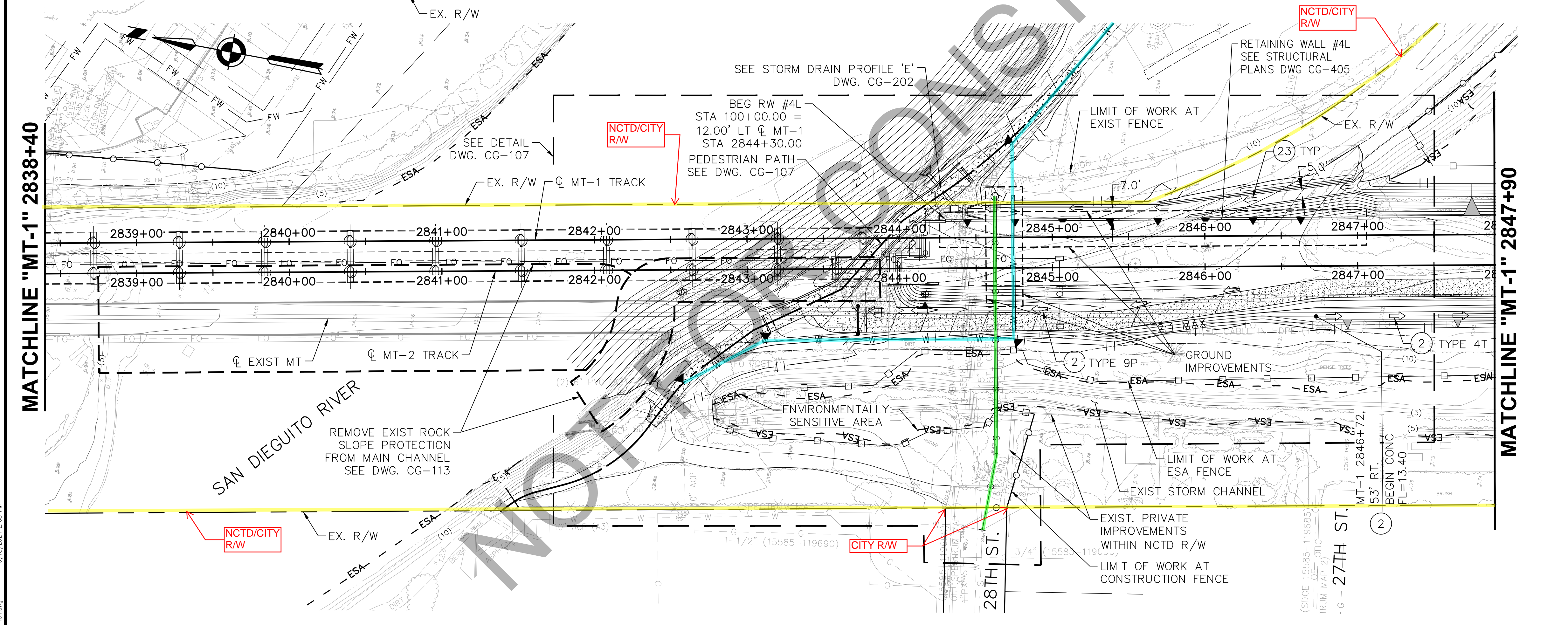
SHEET NO.

FOR REDUCED PLANS ORIGINAL SCALE IS IN INCHES  
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2  
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100% DESIGN — NOT FOR CONSTRUCTION



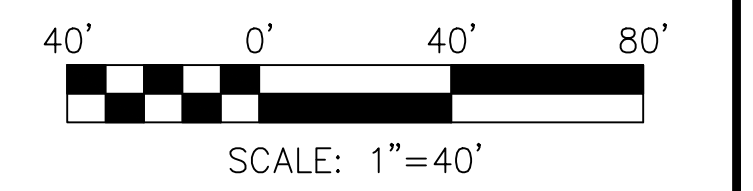
- NOTES**
- (2) FURNISH AND INSTALL DRAINAGE DITCH, SEE DETAIL 1, DWG CG-302, SEE TYPICAL SECTIONS FOR SIZE, TYPE AND LOCATIONS.
  - (8) CONSTRUCT GRADED EARTH DITCH, SEE DETAIL 1, DWG CG-302, TYPICAL SECTIONS FOR SIZE, TYPE AND LOCATIONS.
  - (10) FURNISH AND INSTALL CATCH BASIN TYPE G-2, RSD D-08.
  - (10A) FURNISH AND INSTALL PRECAST 24"x24" CATCH BASIN, SEE DETAIL 2, DWG CG-303.
  - (12) FURNISH AND INSTALL STRAIGHT HEADWALL - TYPE 'A', RSD D-30.
  - (15) FURNISH AND INSTALL RIP RAP ENERGY DISSIPATOR PER RSD D-40, WITH FILTER FABRIC.
  - (23) CONSTRUCT ARTICULATED BLOCK DITCH, SEE SECTION C, DWG CG-301.
  - (25) FURNISH AND INSTALL WING WALL TYPE HEADWALL, RSD D-34.
  - (35) CONSTRUCT 6" DECOMPOSED GRANITE SURFACE (DG)
  - (46) SLOPE PROTECTION, SEE DWG CG-301.
  - (65) UTILITY CABINET RISE, SEE PLATFORM PLANS, DWG PL-006, PL-007, AND PL-013 FOR DETAILS.



**STORM DRAIN DATA TABLE**

#	LENGTH	BEARING	DESCRIPTION
1	17.10'	N79°05'00"E	8" PVC
2	36.16'	N79°05'00"E	8" PVC
3	8.04'	N79°05'00"E	8" PVC
4	8.07'	N79°05'07"E	8" PVC
5	29.99'	N59°00'47"E	36" RCP CLASS III (D 2000)

- GENERAL NOTES**
1. SEE DWGS CU-101 THRU CU-114, CU-201 THRU CU-203 AND CU-208 FOR UTILITY PLAN AND CONSTRUCTION NOTES.
  2. SEE DWG CT-001 THRU CT-350 FOR TRACK GEOMETRY, PLANS, PROFILE, AND SECTIONS.
  3. SEE DWG CG-401 THRU CG-409 FOR RETAINING WALL STRUCTURAL PLAN, PROFILE AND DETAILS.
  4. LIMIT OF WORK DEFINED BY EXISTING FENCE, CONSTRUCTION FENCE AND ESA FENCE AS NOTED ON DWGS CS-003, CS-004, PIF-001 AND PIF-002.
  5. FOR WORK RESTRICTIONS IN THIS AREA SEE DWGS CS-001 TO CS-004, RW-001 AND RW-002.
  6. SEE DWG. PL-002 & PL-003 FOR PLATFORM GRADING.
  7. SEE DWG CT-330 THRU CT-333 FOR GRAVEL AND GEOGRID STABILIZATION MAT.
  8. RSP REVETMENT AND GRAVEL STABILIZATION MATS TO BE INSTALLED AFTER PILE INSTALLATION. REMOVE EXISTING RSP WHERE NEEDED TO INSTALL PILES.



NO.	DATE	REVISIONS	BY	CHK	APRV

**HNTB**  
 401 B Street  
 Suite 301  
 San Diego, CA 92101

DESIGNED BY  
G. SHAW  
 DRAWN BY  
M. COOPER  
 CHECKED BY  
P. MCCOLL  
 SANDAG  
A. ANDERSON

DATE  
09/24  
09/24  
09/24  
09/24

**SANDAG**

**NORTH COUNTY TRANSIT DISTRICT**

**SAN DIEGUITO RIVER BRIDGE REPLACEMENT,  
DOUBLE TRACK AND SPECIAL EVENTS PLATFORM**

**GRADING AND DRAINAGE PLAN**  
 MT-1 STA 2828+50 TO MT-1 STA 2847+90

SCALE 1"=40'
SANDAG CONTRACT NO. 5007812
DRAWING NO. SHEET NO. CG-104

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FOR REDUCED PLANS ORIGINAL SCALE IS IN INCHES

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NO. DATE REVISIONS BY CHK APRV

PEDESTRIAN TRAIL DATA TABLE

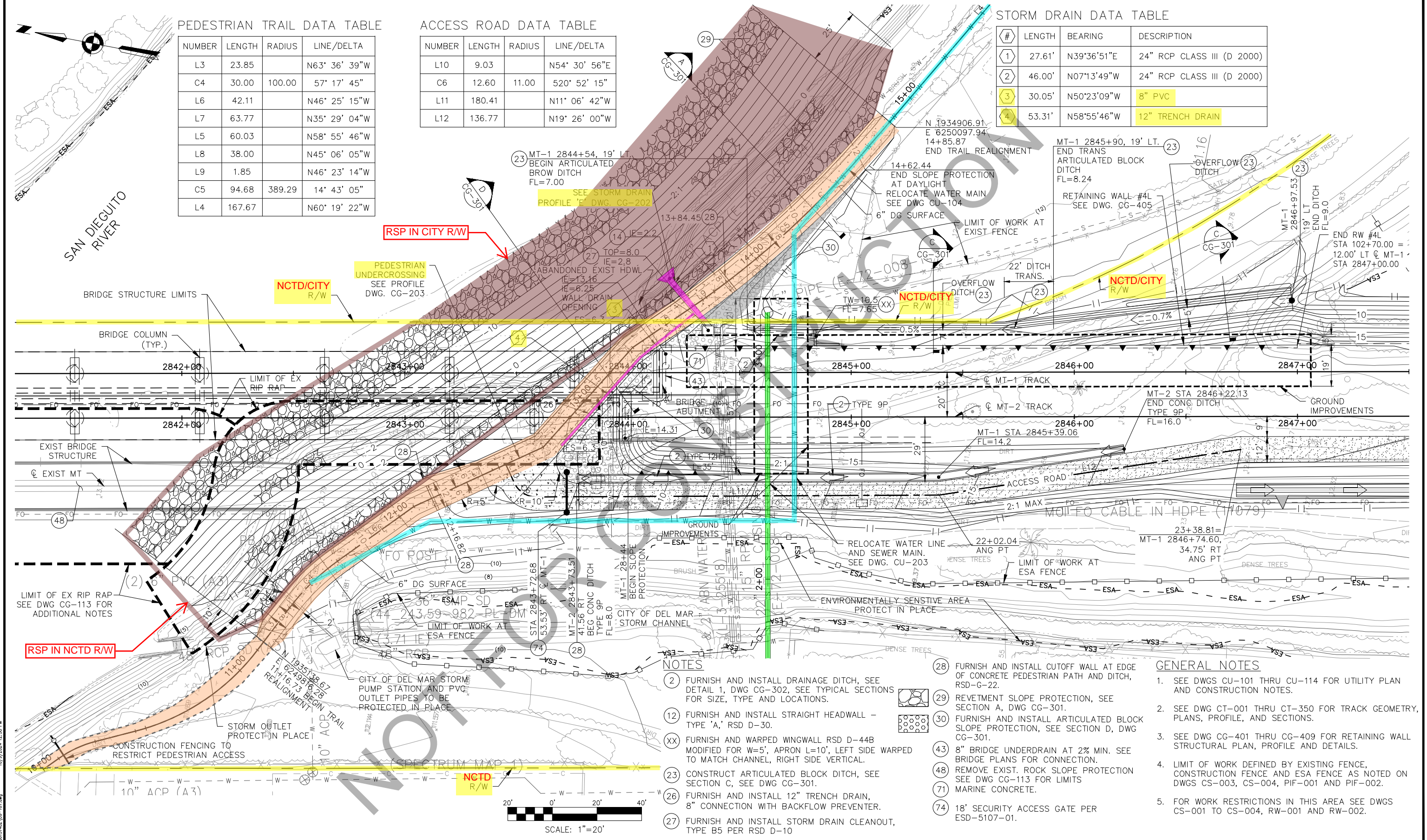
NUMBER	LENGTH	RADIUS	LINE/DELTA
L3	23.85		N63° 36' 39"W
C4	30.00	100.00	57° 17' 45"
L6	42.11		N46° 25' 15"W
L7	63.77		N35° 29' 04"W
L5	60.03		N58° 55' 46"W
L8	38.00		N45° 06' 05"W
L9	1.85		N46° 23' 14"W
C5	94.68	389.29	14° 43' 05"
L4	167.67		N60° 19' 22"W

ACCESS ROAD DATA TABLE

NUMBER	LENGTH	RADIUS	LINE/DELTA
L10	9.03		N54° 30' 56"E
C6	12.60	11.00	520° 52' 15"
L11	180.41		N11° 06' 42"W
L12	136.77		N19° 26' 00"W

STORM DRAIN DATA TABLE

#	LENGTH	BEARING	DESCRIPTION
1	27.61'	N39°36'51"E	24" RCP CLASS III (D 2000)
2	46.00'	N07°13'49"W	24" RCP CLASS III (D 2000)
3	30.05'	N50°23'09"W	8" PVC
4	53.31'	N58°55'46"W	12" TRENCH DRAIN



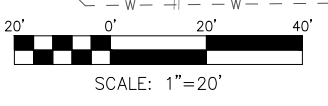
NOTES

- (2) FURNISH AND INSTALL DRAINAGE DITCH, SEE DETAIL 1, DWG CG-302, SEE TYPICAL SECTIONS FOR SIZE, TYPE AND LOCATIONS.
- (12) FURNISH AND INSTALL STRAIGHT HEADWALL - TYPE 'A,' RSD D-30.
- (XX) FURNISH AND WARPED WINGWALL RSD D-44B MODIFIED FOR W=5', APRON L=10', LEFT SIDE WARPED TO MATCH CHANNEL, RIGHT SIDE VERTICAL.
- (23) CONSTRUCT ARTICULATED BLOCK DITCH, SEE SECTION C, SEE DWG CG-301.
- (26) FURNISH AND INSTALL 12" TRENCH DRAIN, 8" CONNECTION WITH BACKFLOW PREVENTER.
- (27) FURNISH AND INSTALL STORM DRAIN CLEANOUT, TYPE B5 PER RSD D-10.

- (28) FURNISH AND INSTALL CUTOFF WALL AT EDGE OF CONCRETE PEDESTRIAN PATH AND DITCH, RSD-G-22.
- (29) REVETMENT SLOPE PROTECTION, SEE SECTION A, DWG CG-301.
- (30) FURNISH AND INSTALL ARTICULATED BLOCK SLOPE PROTECTION, SEE SECTION D, DWG CG-301.
- (43) 8" BRIDGE UNDERDRAIN AT 2% MIN. SEE BRIDGE PLANS FOR CONNECTION.
- (48) REMOVE EXIST. ROCK SLOPE PROTECTION SEE DWG CG-113 FOR LIMITS
- (71) MARINE CONCRETE.
- (74) 18' SECURITY-ACCESS GATE PER ESD-5107-01.

GENERAL NOTES

1. SEE DWGS CU-101 THRU CU-114 FOR UTILITY PLAN AND CONSTRUCTION NOTES.
2. SEE DWG CT-001 THRU CT-350 FOR TRACK GEOMETRY, PLANS, PROFILE, AND SECTIONS.
3. SEE DWG CG-401 THRU CG-409 FOR RETAINING WALL STRUCTURAL PLAN, PROFILE AND DETAILS.
4. LIMIT OF WORK DEFINED BY EXISTING FENCE, CONSTRUCTION FENCE AND ESA FENCE AS NOTED ON DWGS CS-003, CS-004, PIF-001 AND PIF-002.
5. FOR WORK RESTRICTIONS IN THIS AREA SEE DWGS CS-001 TO CS-004, RW-001 AND RW-002.



NO.	DATE	REVISIONS	BY	CHK	APRV

**HNTB**  
 401 B Street  
 Suite 301  
 San Diego, CA 92101

**PATRICIA M. MCCOLL**  
 No. C36873  
 EXP. 6-30-26  
 CIVIL  
 STATE OF CALIFORNIA

DESIGNED BY  
G. SHAW  
 DRAWN BY  
M. COOPER  
 CHECKED BY  
P. MCCOLL  
 SANDAG  
A. ANDERSON

DATE  
09/24  
09/24  
09/24  
09/24

**SANDAG**

**NORTH COUNTY TRANSIT DISTRICT**

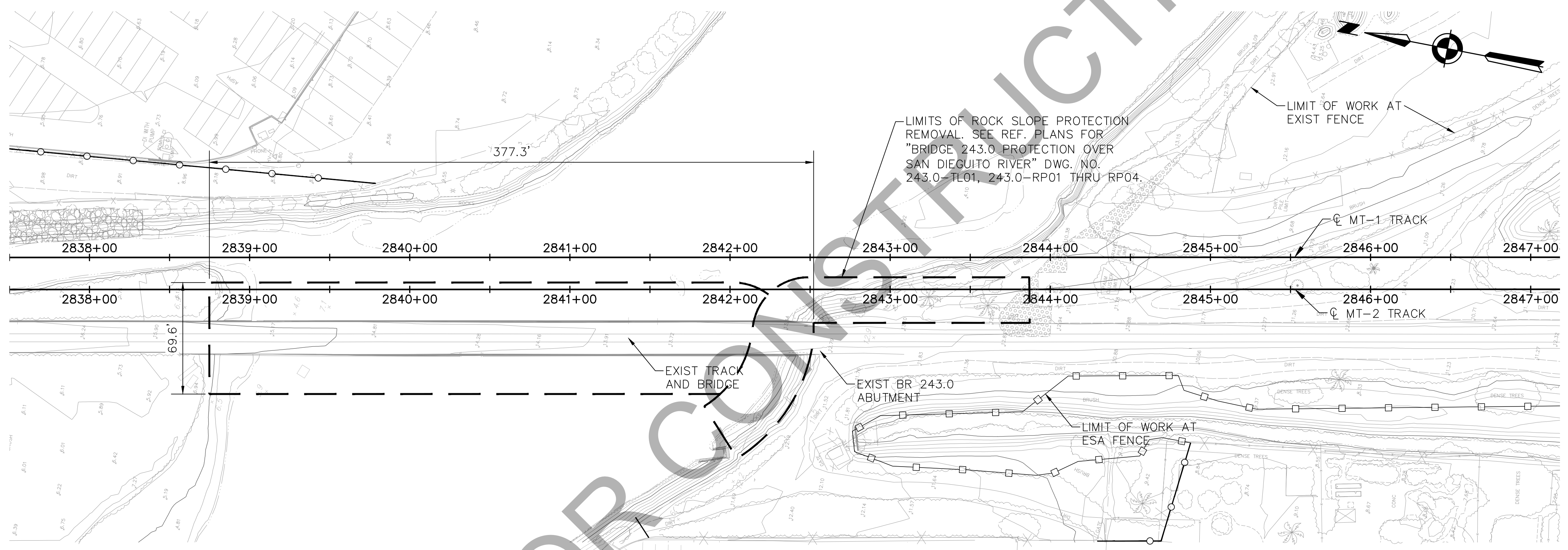
**SAN DIEGUITO RIVER BRIDGE REPLACEMENT, DOUBLE TRACK AND SPECIAL EVENTS PLATFORM**

**SOUTH ABUTMENT DETAIL  
PEDESTRIAN UNDERCROSSING**

SCALE	1"=20'
SANDAG CONTRACT NO.	5007812
DRAWING NO.	CG-107
SHEET NO.	93

FOR REDUCED PLANS ORIGINAL SCALE IS IN INCHES

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PLAN  
SCALE 1"=40'

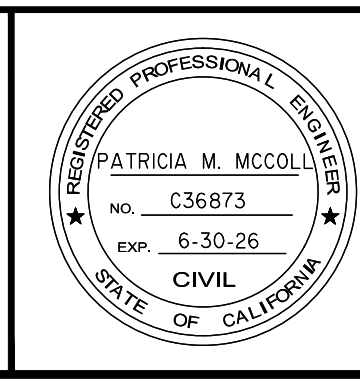
NOTES

1. THE EXISTING RAIL BRIDGE RSP SHALL NOT BE REMOVED UNTIL TRAINS ARE SHIFTED TO THE NEW BRIDGE.
2. EXIST. RSP MAY BE REUSED IF IN CONFORMANCE WITH THE RSP SPECIFICATION.

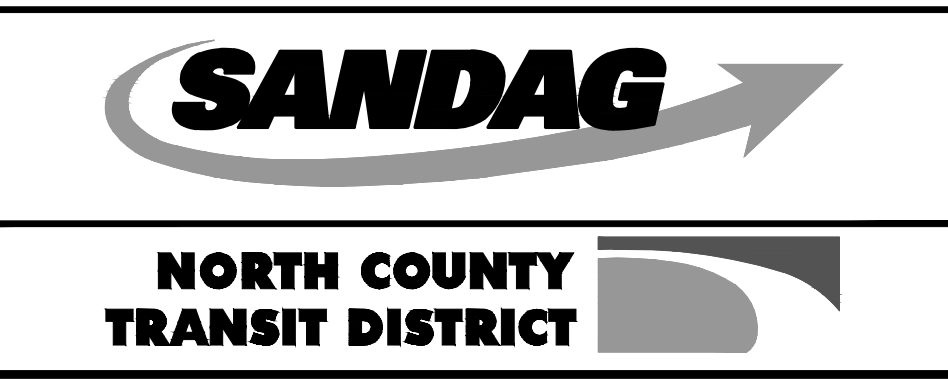
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NO.	DATE	REVISIONS	BY	CHK	APRV

**HNTB** 401 B Street  
Suite 301  
San Diego, CA 92101



DESIGNED BY G. SHAW	DATE 09/24
DRAWN BY M. COOPER	DATE 09/24
CHECKED BY P. MCCOLL	DATE 09/24
SANDAG A. ANDERSON	DATE 09/24



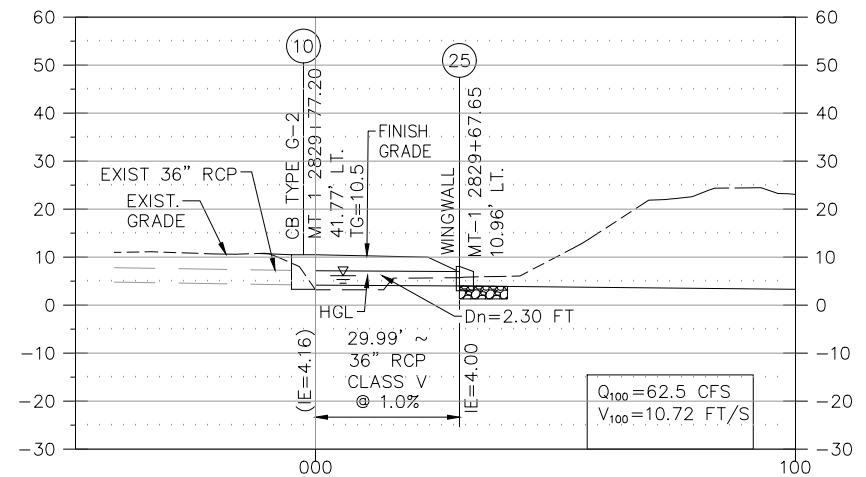
SAN DIEGUITO RIVER BRIDGE REPLACEMENT,  
DOUBLE TRACK AND SPECIAL EVENTS PLATFORM

EXISTING ROCK SLOPE PROTECTION REMOVAL

SCALE AS SHOWN
SANDAG CONTRACT NO. 5007812
DRAWING NO. CG-113
SHEET NO.

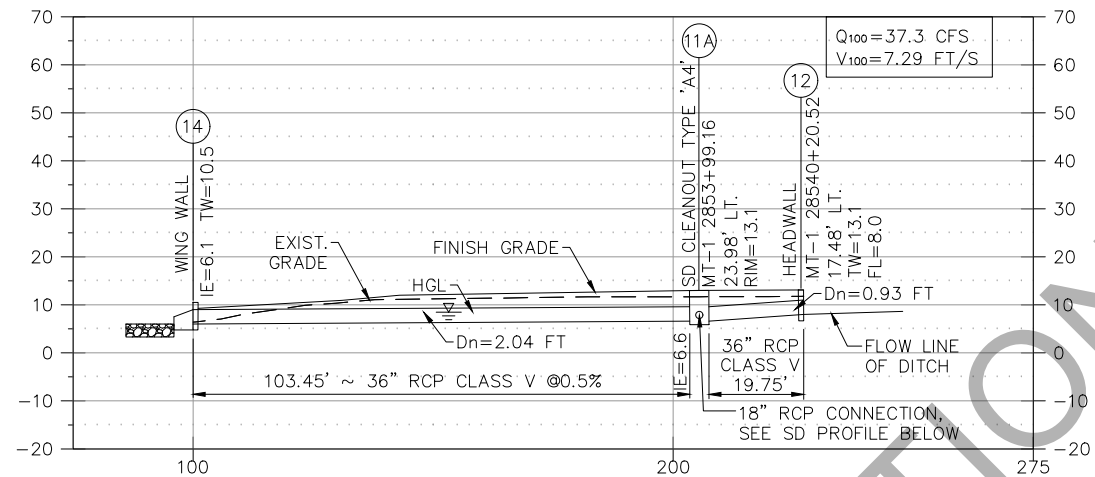
FOR REDUCED PLANS ORIGINAL SCALE IS IN INCHES

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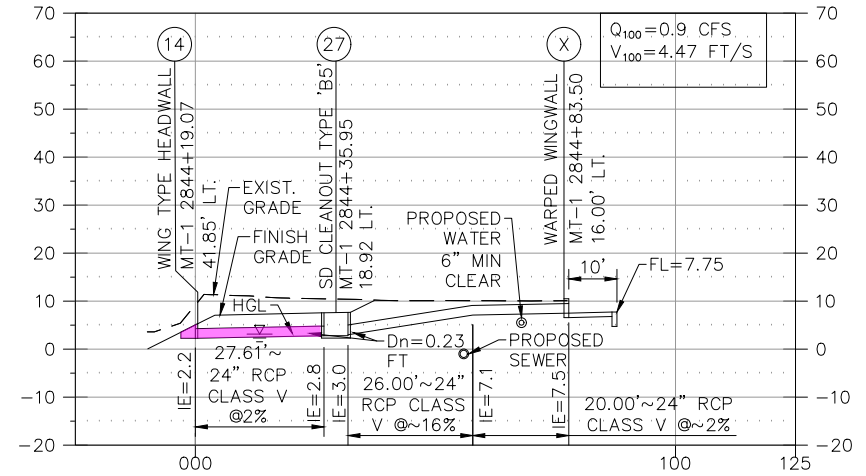
**STORM DRAIN PROFILE 'D'**

© DEL MAR FAIRGROUNDS



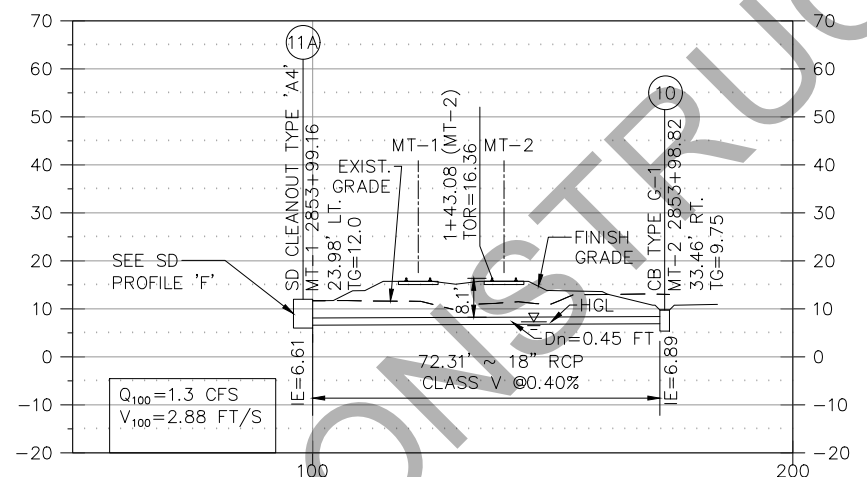
**STORM DRAIN PROFILE 'F'**

© DEL MAR WYE



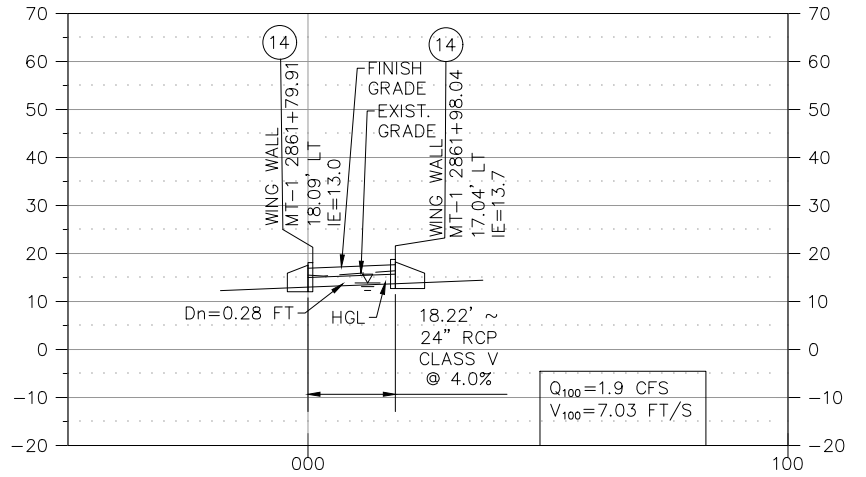
**STORM DRAIN PROFILE 'E'**

© SOUTH ABUTMENT



**STORM DRAIN PROFILE 'G'**

© DEL MAR WYE

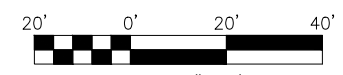


**STORM DRAIN PROFILE 'H'**

© ACCESS ROAD AT JIMMY DURANTE BLVD

**NOTES**

- 10 FURNISH AND INSTALL CATCH BASIN TYPE G-1, RSD D-08.
- 11A FURNISH AND INSTALL STORM DRAIN CLEANOUT - TYPE 'A4,' RSD D-09.
- 12 FURNISH AND INSTALL STRAIGHT HEADWALL - TYPE 'A,' RSD D-30.
- X FURNISH AND INSTALL WARPED WINGWALL, RSD D-44B MODIFIED FOR W=5', APRON L=10, LEFT SIDE WARPED TO MATCH CHANNEL, RIGHT SIDE VERTICAL.
- 25 FURNISH AND INSTALL WING WALL, RSD D-34, MATCH DITCH OUTLET. MODIFIED W=4'-0".
- 27 FURNISH AND INSTALL STORM DRAIN CLEANOUT, TYPE B PER RSD D-10.

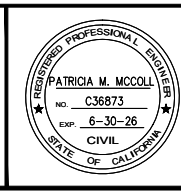


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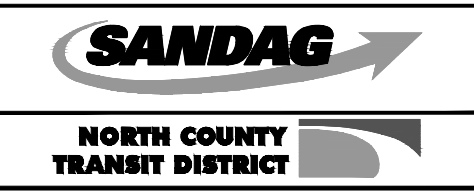
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NO.	DATE	REVISIONS	BY	CHK	APRV

**HNTB** 401 B Street Suite 301 San Diego, CA 92101



DESIGNED BY G. SHAW	DATE 09/24
DRAWN BY M. COOPER	DATE 09/24
CHECKED BY P. MCCOLL	DATE 09/24
SANDAG A. ANDERSON	DATE 09/24



SAN DIEGUITO RIVER BRIDGE REPLACEMENT, DOUBLE TRACK AND SPECIAL EVENTS PLATFORM

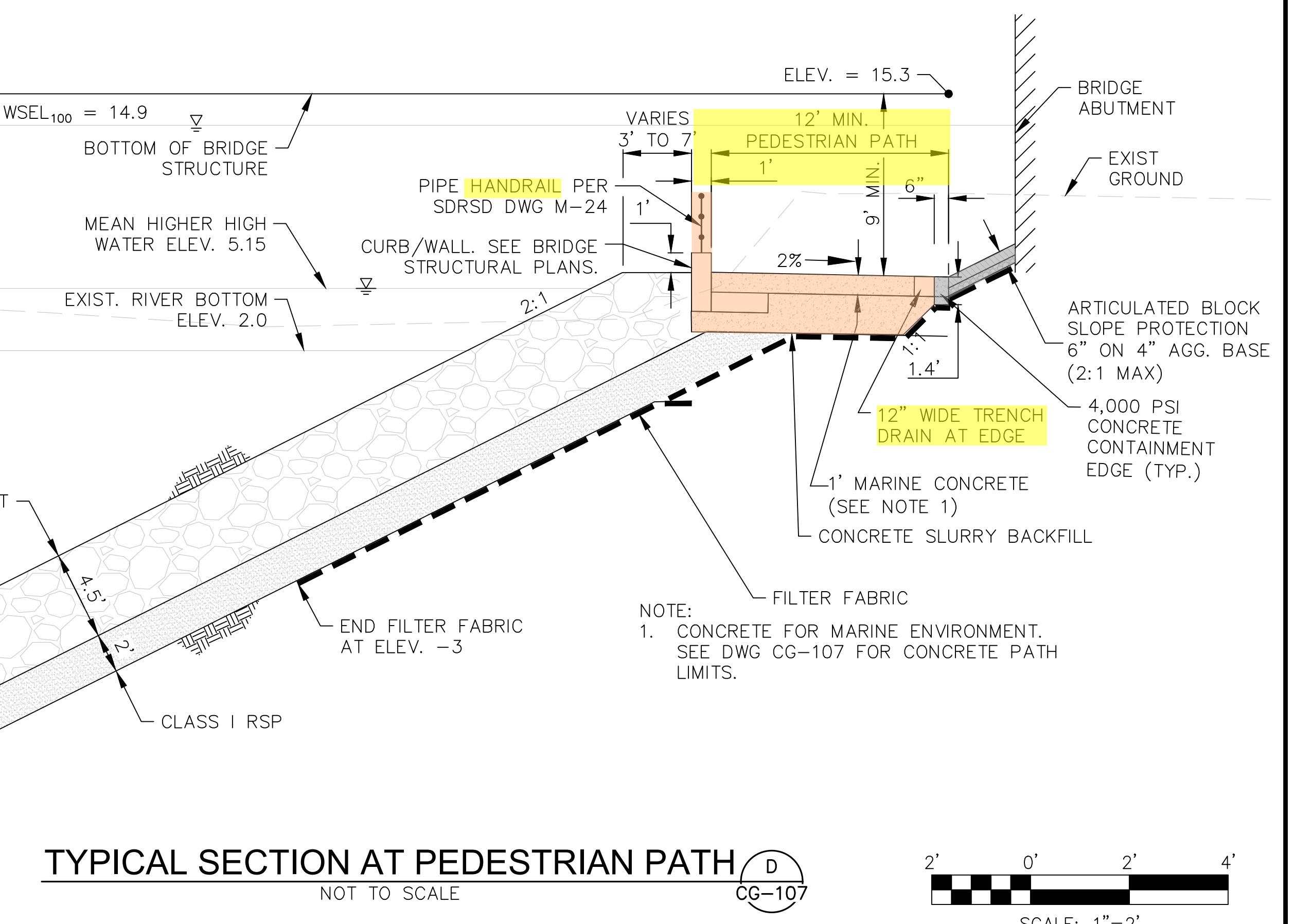
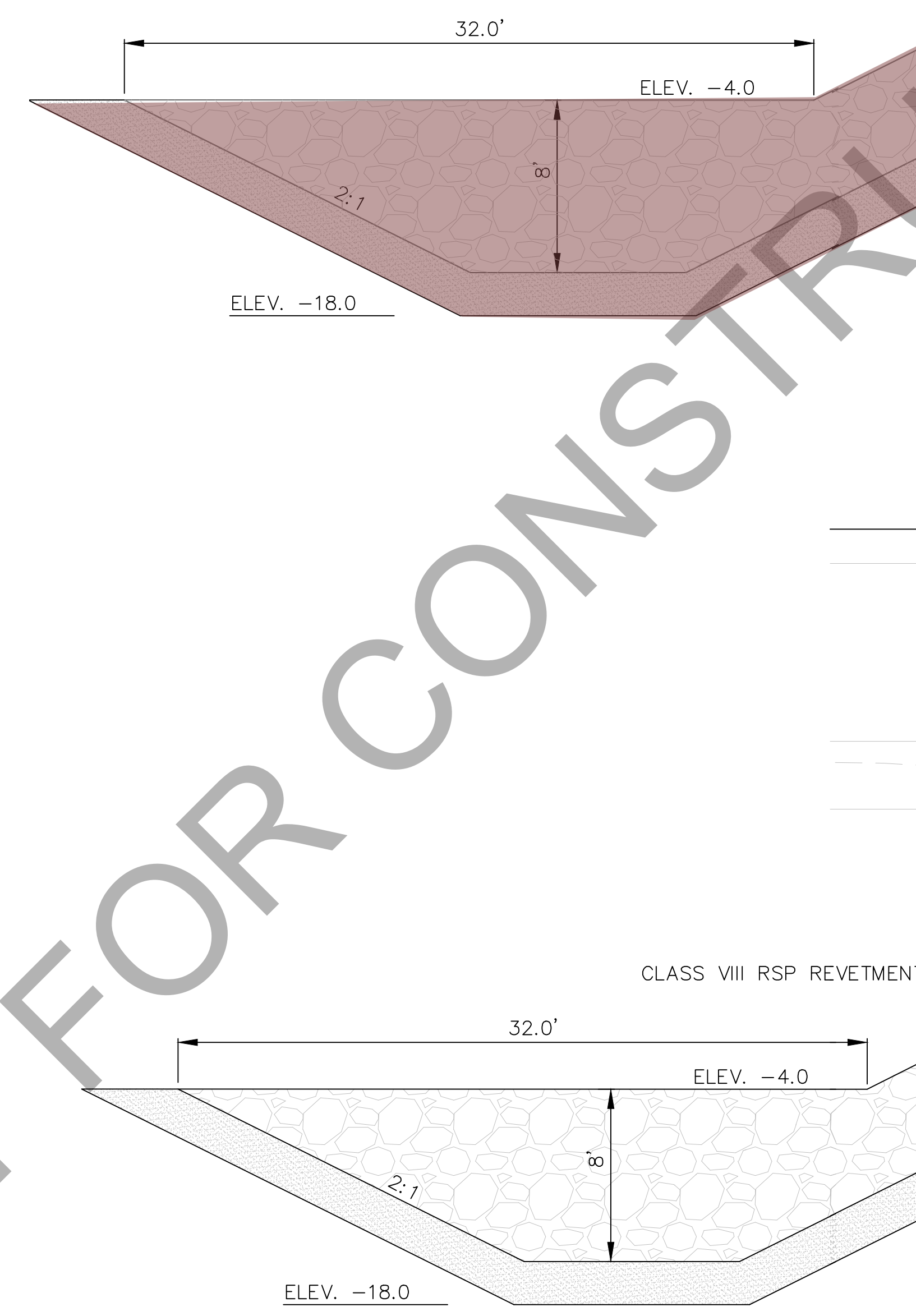
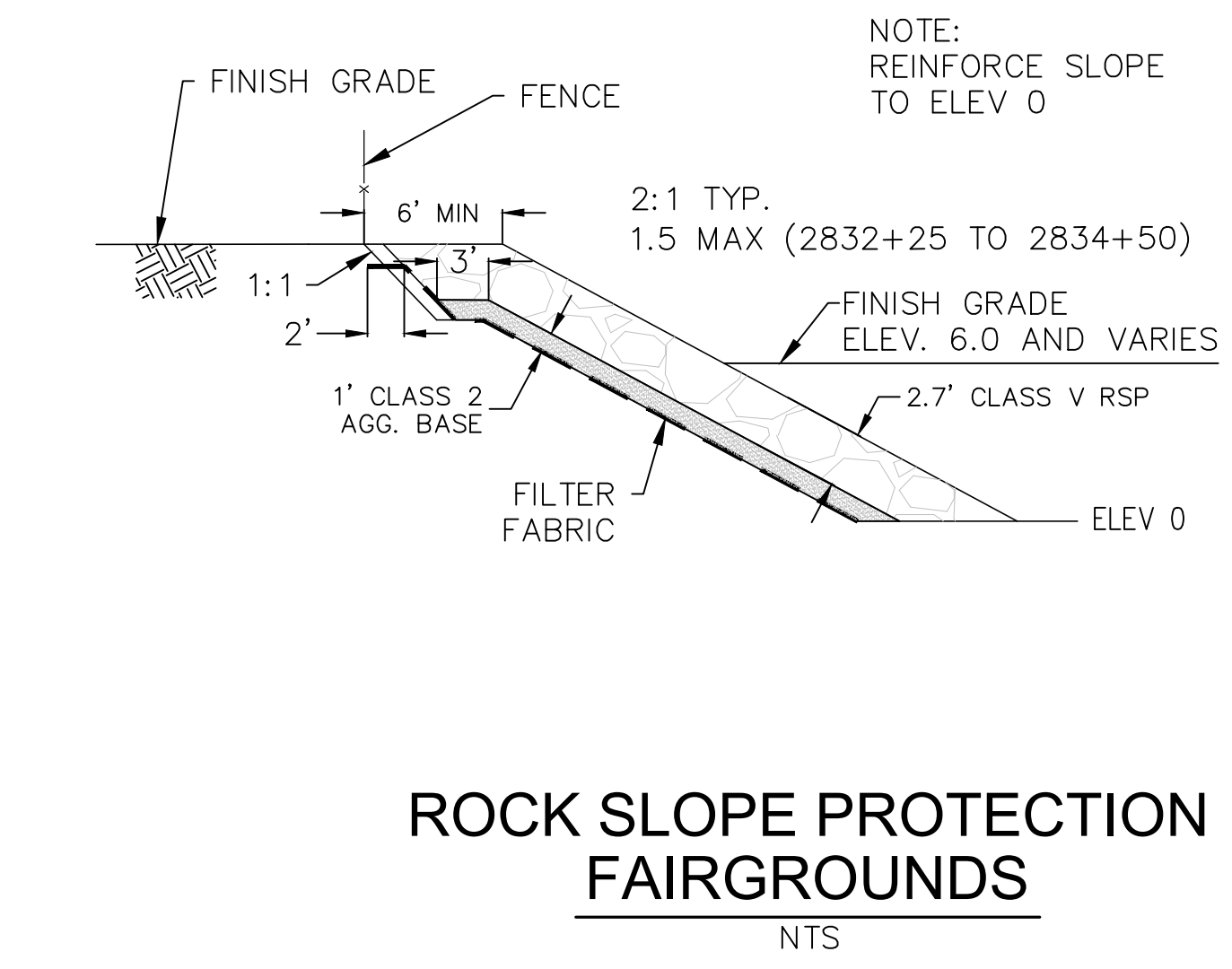
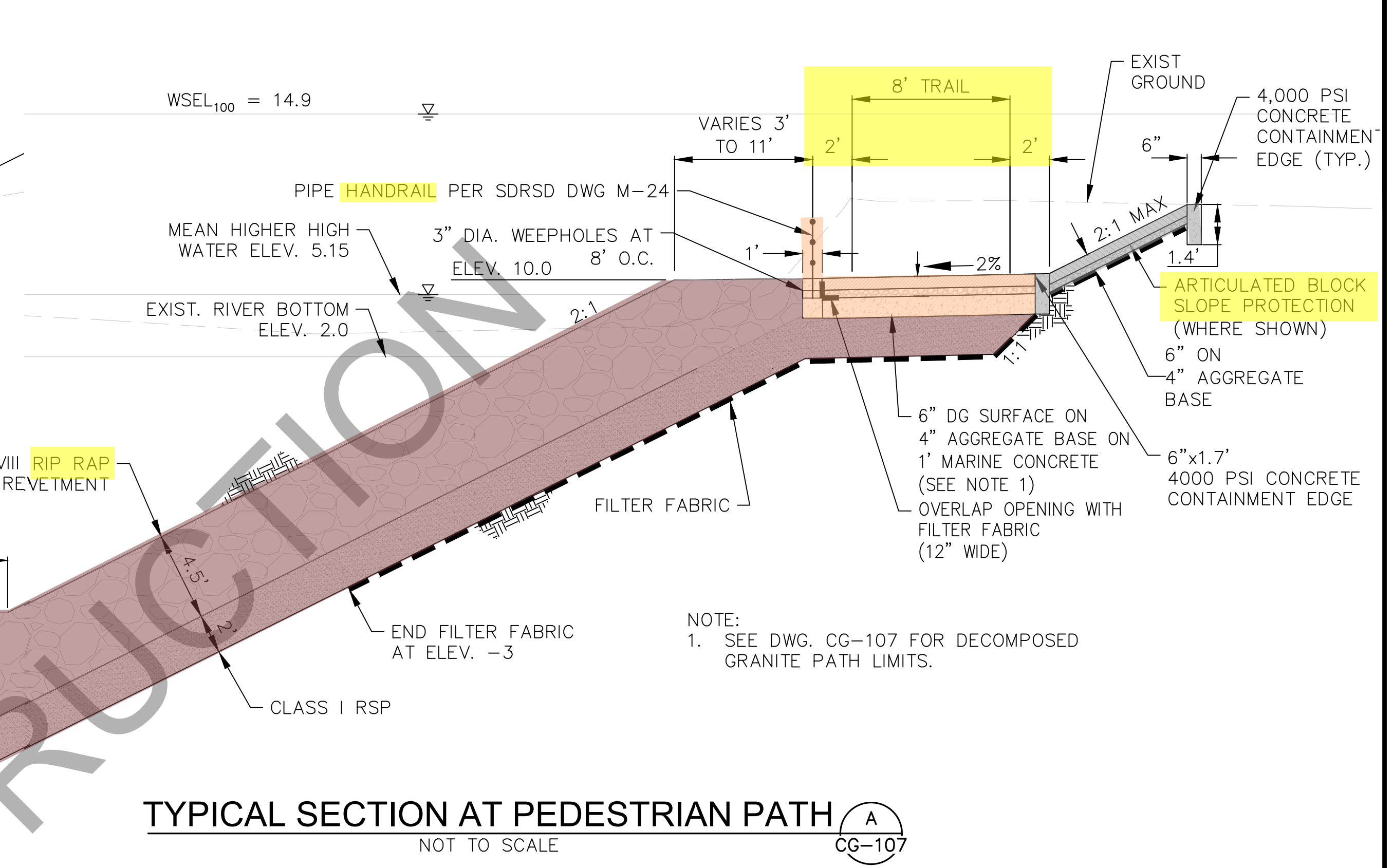
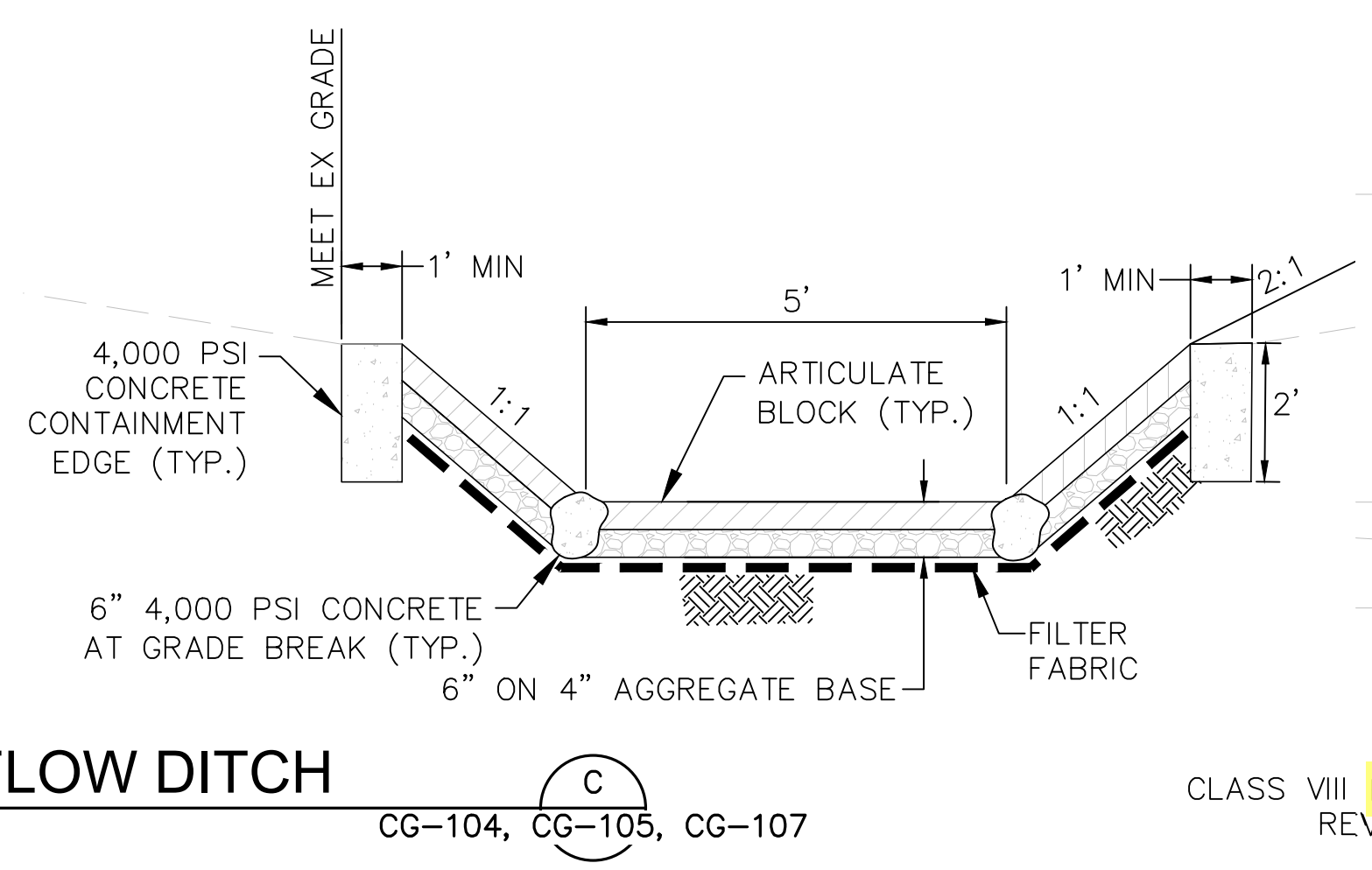
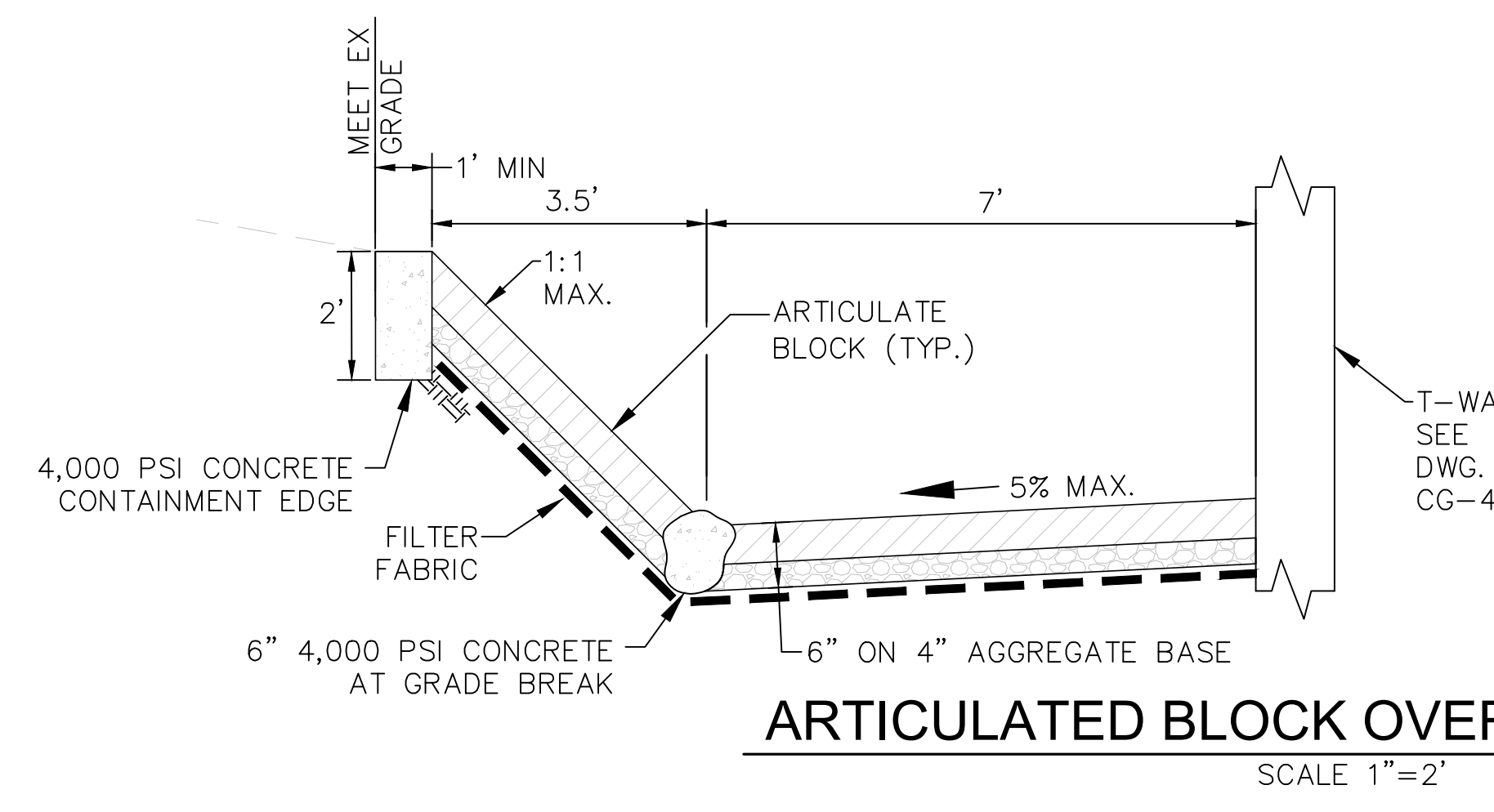
**STORM DRAIN PROFILES**

SCALE HORZ: 1"=20' VERT: 1"=20'
SANDAG CONTRACT NO. <b>5007812</b>
DRAWING NO. CG-202 SHEET NO. 101



FOR REDUCED PLANS ORIGINAL SCALE IS IN INCHES

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NO.	DATE	REVISIONS	BY	CHK	APRV

**HNTB**  
401 B Street  
Suite 301  
San Diego, CA 92101

DESIGNED BY  
G. SHAW  
DATE  
09/24

DRAWN BY  
M. COOPER  
DATE  
09/24

CHECKED BY  
P. MCCOLL  
DATE  
09/24

SANDAG  
A. ANDERSON  
DATE  
09/24

**SANDAG**

**NORTH COUNTY TRANSIT DISTRICT**

SAN DIEGUITO RIVER BRIDGE REPLACEMENT,  
DOUBLE TRACK AND SPECIAL EVENTS PLATFORM

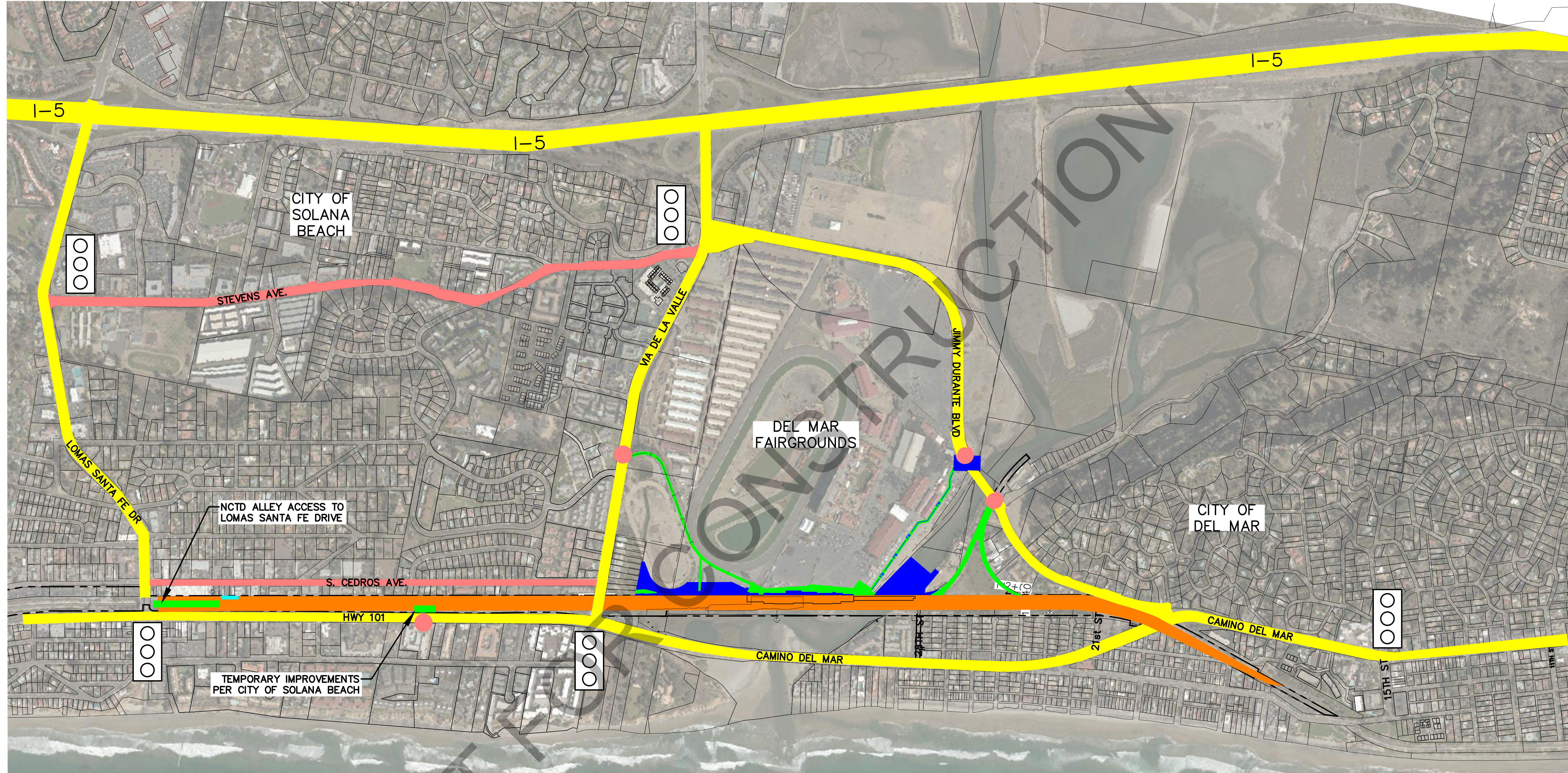
GRADING AND DRAINAGE DETAILS  
SHEET 1 OF 4

SCALE AS SHOWN
SANDAG CONTRACT NO. 5007812
DRAWING NO. CG-301
SHEET NO.

FOR REDUCED PLANS ORIGINAL SCALE IS IN INCHES  
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100% DESIGN - NOT FOR CONSTRUCTION  
 11/22/2024

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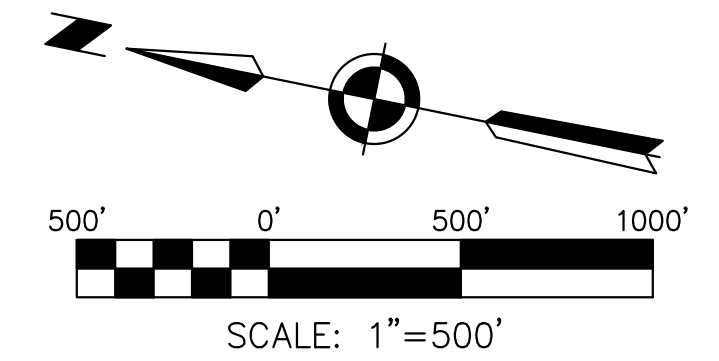


**LEGEND**

- TRACKWORK PROJECT LIMITS
- MAJOR PUBLIC STREETS AND INTERSTATES
- SECONDARY PUBLIC STREETS
- PRIVATE ACCESS
- TEMPORARY LAYDOWN AND CONSTRUCTION AREAS
- TEMPORARY LAYDOWN AREA WITHIN NCTD LICENSE AGREEMENT
- ACCESS TO PUBLIC ROAD
- SIGNALIZED INTERSECTION OOO

**GENERAL NOTES**

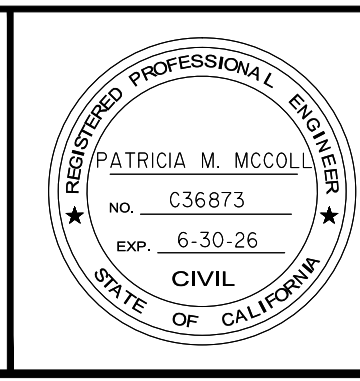
1. ACCESS AND LAYDOWN WITHIN THE CITY OF DEL MAR PROPERTY IS SUBJECT TO ENCROACHMENT PERMIT XXX.
2. ACCESS WITHIN THE CITY OF SOLANA BEACH IS SUBJECT TO ENCROACHMENT PERMIT XXX.
3. USE PUBLIC STREETS FOR HAUL ROUTES IS SUBJECT TO PERMITTING BY LOCAL AGENCIES.



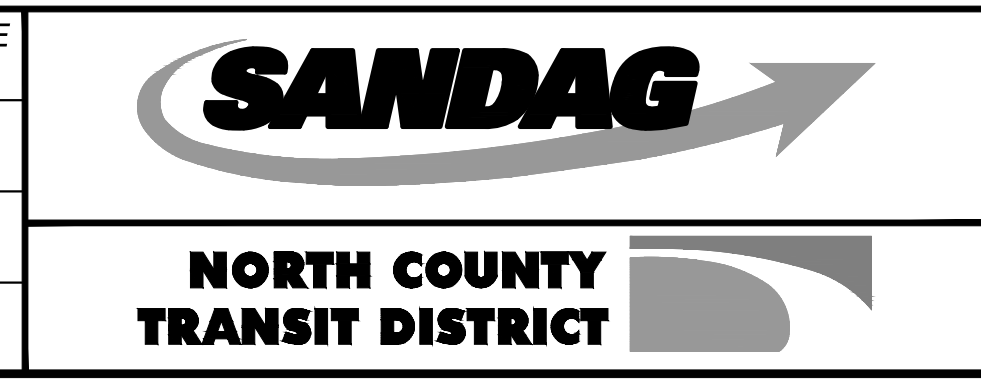
**DRAFT DELIBERATIVE**  
 ISSUED: 11/22/2024

NO.	DATE	REVISIONS	BY	CHK	APRV

**HNTB**  
 401 B Street  
 Suite 301  
 San Diego, CA 92101



DESIGNED BY	DATE
DRAWN BY	
CHECKED BY	
SANDAG	



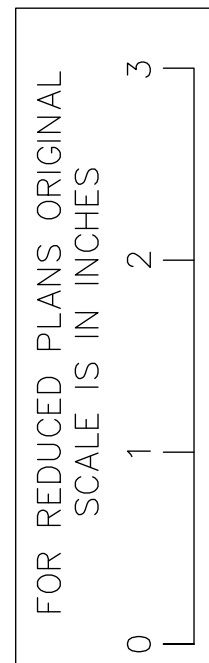
SAN DIEGUITO RIVER BRIDGE REPLACEMENT,  
 DOUBLE TRACK AND SPECIAL EVENTS PLATFORM

CONSTRUCTION ACCESS,  
 LAYDOWN AREAS  
 AND CONSTRUCTION EASEMENTS

SCALE	
SANDAG CONTRACT NO.	5007812
DRAWING NO.	CS-006
SHEET NO.	

GENERAL NOTES:

1. WORK HOURS. ALL OPERATIONS CONDUCTED ON PREMISES, INCLUDING THE WARMING UP, REPAIR, ARRIVAL, DEPARTURE OR RUNNING OF TRUCKS, EARTH MOVING EQUIPMENT AND ANY OTHER ASSOCIATED EQUIPMENT SHALL BE LIMITED TO THE PERIOD BETWEEN 7:00 A.M. AND 6:00 P.M. EACH DAY, MONDAY THROUGH FRIDAY, AND NO EARTH MOVING OR GRADING OPERATIONS SHALL BE CONDUCTED ON THE PREMISES ON SATURDAY, SUNDAY OR HOLIDAYS.
2. SAFETY AND LIABILITY. THE CONTRACTOR SHALL DESIGN, CONSTRUCT AND MAINTAIN ALL SAFETY DEVICES, INCLUDING SHORING, AND SHALL BE SOLELY RESPONSIBLE FOR CONFORMING TO ALL LOCAL, STATE AND FEDERAL SAFETY AND HEALTH STANDARDS, LAWS AND REGULATIONS. CONTRACTOR AGREES THAT HE SHALL ASSUME SOLE AND COMPLETE RESPONSIBILITY FOR JOB SITE CONDITIONS DURING THE COURSE OF CONSTRUCTION OF THIS PROJECT, INCLUDING SAFETY OF ALL PERSONS AND PROPERTY; THAT THIS REQUIREMENT SHALL APPLY CONTINUOUSLY AND NOT BE LIMITED TO NORMAL WORKING HOURS; AND THAT THE CONTRACTOR SHALL DEFEND, INDEMNIFY AND HOLD THE CITY OF DEL MAR AND ITS AGENTS, THE OWNER AND THE ENGINEER HARMLESS FROM ANY AND ALL LIABILITY, REAL OR ALLEGED, IN THE CONNECTION WITH THE PERFORMANCE OF WORK ON THIS PROJECT.
3. TRAFFIC AND PEDESTRIAN CONTROL. THE CONTRACTOR AGREES THAT HE SHALL ASSUME COMPLETE AND SOLE RESPONSIBILITY FOR PROVISION AND MAINTENANCE OF ALL TRAFFIC AND PEDESTRIAN SAFETY. TRAFFIC AND PEDESTRIAN CONTROL SHALL CONFORM TO ALL CITY REQUIREMENTS, W.A.T.C.H. ENDORSED BY THE SAN DIEGO COUNTY REGIONAL STANDARD COMMITTEE, AND THE CALIFORNIA DEPARTMENT OF TRANSPORTATION "MANUAL WORK OF TRAFFIC CONTROLS FOR CONSTRUCTION AND MAINTENANCE ZONES" LATEST EDITIONS.
4. CONTRACTOR SHALL SUBMIT TRAFFIC CONTROL PLANS FOR CITY APPROVAL FOR WORK WITHIN JIMMY DURANTE BLVD.
5. PROPERTY LINES. WHEN REQUESTED BY THE CITY OF DEL MAR, PROPERTY LINES SHALL BE LOCATED AND FLAGGED PRIOR TO AND DURING GRADING WORK.
6. RESPONSIBILITY FOR DAMAGE. THE PERMITTEE IS RESPONSIBLE FOR THE PREVENTION OF DAMAGE TO ADJACENT PUBLIC OR PRIVATE PROPERTY OR IMPROVEMENTS. EXCAVATION SHALL NOT BE PERFORMED SO CLOSE AS TO ENDANGER ADJACENT PROPERTY. THE PERMITTEE SHALL ASSUME FULL RESPONSIBILITY FOR REPAIR OR CORRECTION OF ANY DAMAGE CAUSED TO EXISTING PROPERTY OR IMPROVEMENTS BY GRADING ACTIVITIES.



100% DESIGN - NOT FOR CONSTRUCTION

CONSTRUCTION ACCESS NOTES:

CONSTRUCTION ACCESS TO THE PROJECT SITE WITHIN THE CITY OF DEL MAR WILL OCCUR AT LOCATIONS SHOWN ON THE PLAN. ACCESS FROM INTERSTATE 5 IS ANTICIPATED TO USE VIA DE LA VALLE AND JIMMY DURANTE BOULEVARD. ACCESS POINTS AT THE DEL MAR FAIRGROUNDS INCLUDE THE SOLANA GATE ACCESS ROAD (5) ON VIA DE LA VALLE AND THE FIRE ACCESS ROAD (2) ON JIMMY DURANTE BOULEVARD. DIRECT ACCESS TO THE NCTD RIGHT OF WAY FROM JIMMY DURANTE BOULEVARD (ROUNDBOUT SOUTH OF RIVER) IS PROVIDED VIA THE NCTD DEL MAR WYE ACCESS ROAD (6).

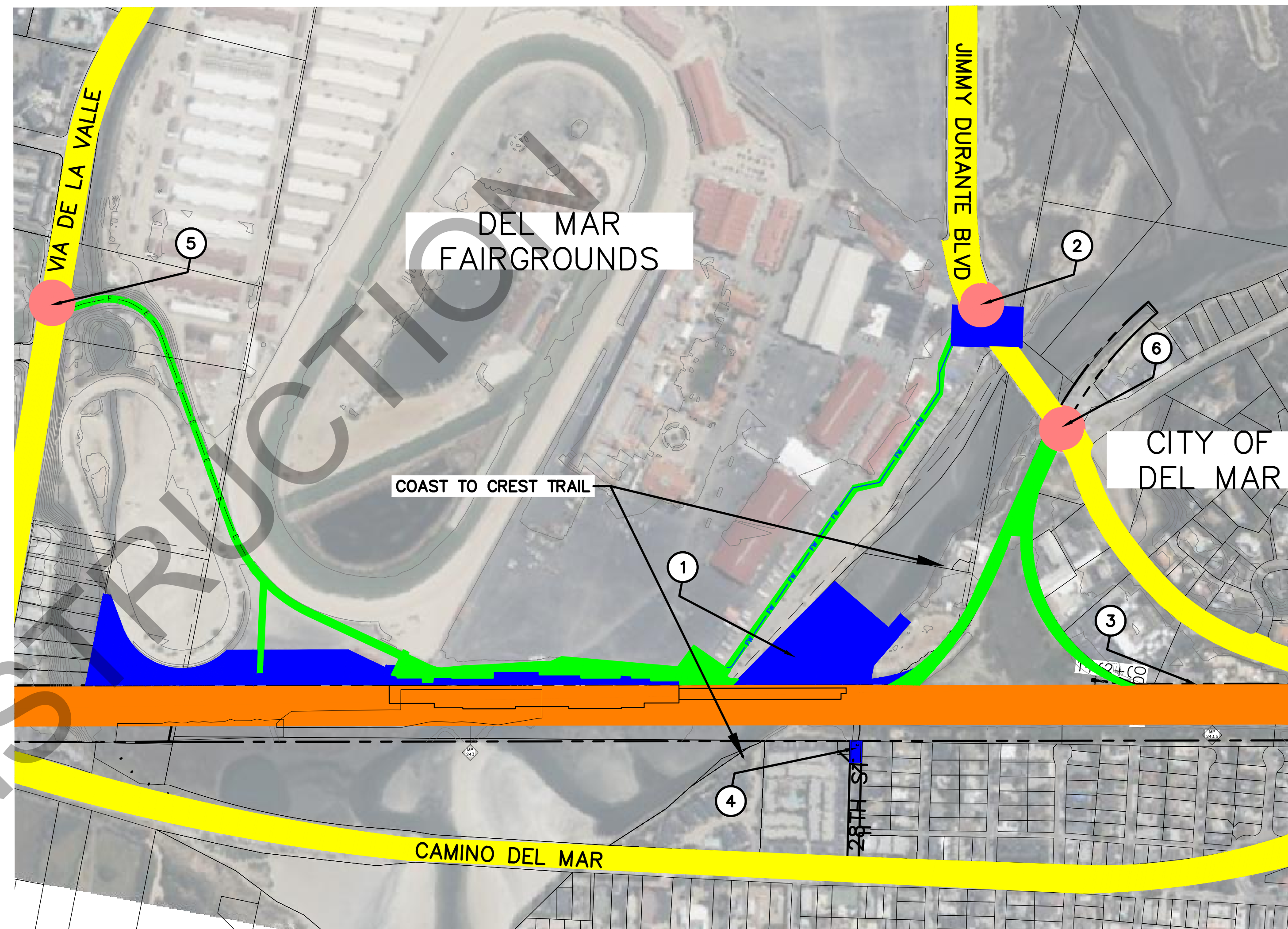
SEASONAL RESTRICTIONS ON USE OF ACCESS POINTS ARE SUMMARIZED AS FOLLOWS:

- SOLANA GATE ACCESS ROAD - HORSE RACING SEASON - JULY TO NOVEMBER
- FIRE ACCESS ROAD- COUNTY FAIR - MID-MAY TO JULY
- DEL MAR WYE ACCESS ROADS - NO RESTRICTIONS

CONSTRUCTION ACCESS AND HAUL ROUTES FOR MATERIALS ARE SUBJECT TO APPROVAL BY THE CITY. THESE ROADWAYS WOULD BE USED FOR THE ENTIRE DURATION OF CONSTRUCTION ESTIMATED TO BE FOUR AND ONE-HALF (4 1/2) YEARS. CONTRACTOR SHALL PREPARE TRAFFIC CONTROL PLANS SIGNED BY A REGISTERED CIVIL ENGINEER OR TRAFFIC ENGINEER FOR APPROVAL BY THE CITY FOR TEMPORARY CLOSURES OF VIA DE LA VALLE OR JIMMY DURANTE BOULEVARD IF REQUIRED FOR DELIVERY OF MATERIALS. PERMIT CONDITIONS WOULD INCLUDE TIMING RESTRICTIONS AND RESPONSIBILITY FOR REPAIRS OF ANY DAMAGE TO CITY STREETS.

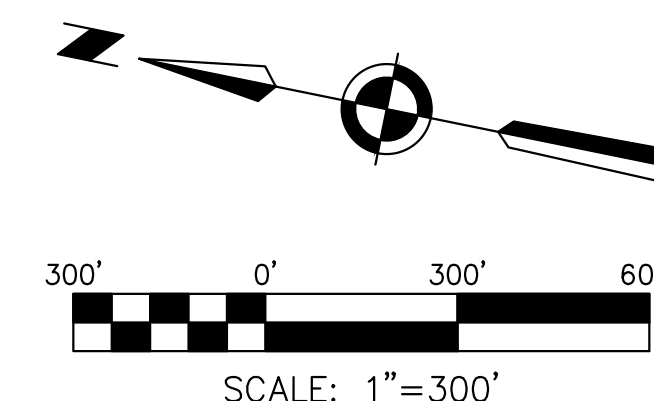
TRAFFIC CONTROL CONCEPT FOR WORK TO BE DONE BY AREA:

1. WORK INCLUDES GRADING AND PLACEMENT OF ROCKSLOPE PROTECTION TO COMPLETE THE CONNECTION BETWEEN THE PROPOSED LEGAL PEDESTRIAN UNDERCROSSING AND THE EXISTING COAST TO CREST TRAIL. SEE SHEETS CG-104, 107, 113, 202, 205 AND 301. THE PROJECT SITE WILL BE TEMPORARILY FENCED DURING CONSTRUCTION FOR SAFETY REASONS, PREVENTING TRESPASSING IN THE RIGHT OF WAY AT THIS LOCATION. CONTRACTOR SHALL PREPARE A PEDESTRIAN TRAFFIC CONTROL PLAN SIGNED BY A REGISTERED CIVIL ENGINEERING OR TRAFFIC ENGINEER FOR REVIEW AND APPROVAL BY THE CITY. THE PLAN WILL INCLUDE PLACEMENT OF WARNING SIGNS DIRECTING PEDESTRIANS TO ALTERNATE ROUTES AND AWAY FROM THE CONSTRUCTION AREA. AT A MINIMUM WARNING SIGNS SHALL BE PLACED ON THE EAST AND WEST SIDE OF THE CONSTRUCTION AREA AND NEAR THE INTERSECTIONS OF CAMINO DEL MAR AND JIMMY DURANTE BOULEVARD. DURATION OF CONSTRUCTION IS APPROXIMATELY FOUR ONE-HALF (4 1/2) YEARS.
2. WORK INCLUDES CONSTRUCTION OF A NEW FIRE WATER CONNECTION TO THE EXISTING MAIN IN JIMMY DURANTE BOULEVARD WITH ASSOCIATED PAVING REPAIRS. SEE SHEETS CU-208 AND 209. CONTRACTOR SHALL PREPARE TRAFFIC CONTROL PLANS SIGNED BY A REGISTERED CIVIL ENGINEER OR TRAFFIC ENGINEER FOR TEMPORARY CLOSURES OF JIMMY DURANTE BOULEVARD FOR REVIEW AND APPROVAL BY THE CITY. THE EXISTING ROADWAY WIDTH IS APPROXIMATELY 30 FEET WITH ONE TRAVEL LANE IN EACH DIRECTION. CLOSURE OF THE ROADWAY IS ANTICIPATED TO BE IN THREE (3) PHASES ALLOWING FOR MAINTENANCE OF TWO TRAVEL LANES DURING THE MAJORITY OF THE WORK. CLOSURE OF ONE TRAVEL LANE WOULD REQUIRE FLAGGING AND WOULD BE LIMITED TO NON-PEAK HOURS. TIMING FOR CLOSURES WILL BE DETERMINED BY THE CONTRACTOR AS PART OF THE OVERALL PROJECT AND SUBJECT TO CITY APPROVAL. THE WORK EFFORT SHOULD BE ON THE ORDER OF 30 DAYS.
3. WORK INCLUDES REPLACEMENT OF AN EXISTING DRIVEWAY APRON ON JIMMY DURANTE BOULEVARD WITH A COMMERCIAL CONCRETE DRIVEWAY PER RSD DWG SDG-163 AS SHOWN ON SHEETS CG-105 AND CG-112. CONTRACTOR SHALL PREPARE TRAFFIC CONTROL PLANS SIGNED BY A REGISTERED CIVIL ENGINEER OR TRAFFIC ENGINEER FOR TEMPORARY CLOSURES OF JIMMY DURANTE BOULEVARD FOR REVIEW AND APPROVAL BY THE CITY. THE EXISTING SOUTHBOUND ROADWAY WIDTH IS APPROXIMATELY 18 FEET WITH ONE 12-FOOT TRAVEL LANE AND ONE 6-FOOT BIKE LANE. ROADWAY CLOSURE IS EXPECTED TO BE LIMITED TO THE EXISTING BIKE LANE. TIMING FOR CLOSURES WILL BE DETERMINED BY THE CONTRACTOR AS PART OF THE OVERALL PROJECT AND SUBJECT TO CITY APPROVAL. THE WORK EFFORT IN THIS AREA SHOULD BE LESS THAN 30 DAYS. THE BIKE LANE CLOSURE FOR PLACEMENT OF THE DRIVEWAY APRON SHOULD BE LIMITED TO ONE (1) DAY.
4. WORK INCLUDES RELOCATION AND UPSIZING OF CITY OF DEL MAR WATER AND SEWER FACILITIES. SEE SHEETS CU-201 TO 203. THE EASTERLY SEWER AND WATER CONNECTIONS WILL BE CONSTRUCTED OUTSIDE OF THE RAIL RIGHT OF WAY IN THE PUBLIC WORKS YARD PROPERTY. TRAFFIC CONTROL IN THIS AREA IS INCLUDED WITH AREA 1 IMPROVEMENTS. THE WESTERLY SEWER CONNECTION WILL BE CONSTRUCTED WITHIN 28<sup>TH</sup> STREET. CONTRACTOR SHALL PREPARE TRAFFIC CONTROL PLANS IN ACCORDANCE WITH THE SAN DIEGO REGIONAL STANDARD DRAWINGS FOR TEMPORARY CLOSURE OF 28<sup>TH</sup> STREET SUBJECT TO REVIEW AND APPROVAL BY THE CITY. THE EXISTING ROADWAY WIDTH IS APPROXIMATELY 28 FEET. THE NORTH SIDE OF STREET ADJACENT TO THE WORK AREA IS A VACANT PARCEL AND SIGNED FOR "NO PARKING". APPROXIMATELY 30 FEET OF THE DEAD-END STREET WOULD BE CLOSED. ACCESS TO THE EXISTING RESIDENCE ADJACENT TO THE WORK AREA ON THE SOUTH SIDE SHALL BE MAINTAINED. TIMING FOR CLOSURES WILL BE DETERMINED BY THE CONTRACTOR AS PART OF THE OVERALL PROJECT AND SUBJECT TO CITY APPROVAL. WORK WITHIN 28<sup>TH</sup> STREET WOULD EXCEED 30 DAYS.



LEGEND

- TRACKWORK PROJECT LIMITS (Orange line)
- MAJOR PUBLIC STREETS AND INTERSTATES (Yellow line)
- PRIVATE ACCESS (Green line)
- TEMPORARY LAYDOWN AND CONSTRUCTION AREAS (Blue area)
- ACCESS TO PUBLIC ROAD (Red circle)



DRAFT DELIBERATIVE

ISSUED: 11/22/2024

NO.	DATE	REVISIONS	BY	CHK	APRV

**HNTB**  
401 B Street  
Suite 301  
San Diego, CA 92101



DESIGNED BY	DATE
DRAWN BY	
CHECKED BY	
SANDAG	



SAN DIEGUITO RIVER BRIDGE REPLACEMENT, DOUBLE TRACK AND SPECIAL EVENTS PLATFORM	
CONCEPTUAL TRAFFIC CONTROL PLAN CITY OF DEL MAR	

SCALE	
SANDAG CONTRACT NO.	5007812
DRAWING NO.	CS-008
SHEET NO.	





